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日二廿月三年申庚

HONGKONG, MONDAY, MAY 10th, 1920.

一拜禮 號拾月五年九國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs net.
In Bags 250 lbs net.
SHEWAN, TOMES & CO.,
General Managers.

NOTICE.

Owing to the constant rise in first costs and the fall in exchange we are obliged to reduce our discounts to customers to Five per cent.

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SPORTING CARTRIDGES.
12, 10 and 20 bore. Loaded with E. O Powder, a powder which gives universal satisfaction.
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A LING & CO.

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Photographic Goods of Every Description in Stock.
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PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 " to 9.30 " " 10 "
9.30 " to 11.00 " " 15 "
11.30 " to 12.30 p.m. " 15 "
12.30 p.m. to 2.30 " " 10 "
2.30 " to 5.00 " " 15 "
5.00 " to 8.00 " " 10 "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.
Extra Car—12.00 Midnight.

SUNDAYS
7.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 " to 11.00 a.m. " 10 "
11.30 " to 12.00 noon " 15 "
12.00 noon to 1.00 p.m. " 10 "
1.00 p.m. to 5.00 " " 15 "
5.30 " to 8.00 " " 10 "
8.30 " to 8.00 " " 15 "
8.30 " to 8.00 " " 10 "

NIGHT CARS.
As on Week Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 2 A	No. 2	No. 2	No. 11	No. 11	No. 17	No. 17	No. 17	No. 17	No. 17	No. 17	No. 17	No. 17	No. 17	No. 17	No. 17	No. 17	No. 17
		Local.	Through	Local.	Through	Local.	Through	Local.	Through	Local.	Through	Local.	Through	Local.	Through	Local.	Through	Local.	Through
		a.m.	Express	a.m.	Express	a.m.	Express	a.m.	Express	a.m.	Express	a.m.	Express	a.m.	Express	a.m.	Express	a.m.	Express
CANTON (at Sha Tau)	dep.		7.50		8.15		8.45		9.00		9.15		9.30		9.45		10.00		10.15
SHUN CHAI	arr.		8.00		8.25		8.50		9.05		9.20		9.35		9.50		10.05		10.20
SHUN CHAI	dep.		8.05		8.30		8.55		9.10		9.25		9.40		9.55		10.10		10.25
SHUN CHAI	arr.		8.15		8.40		9.05		9.20		9.35		9.50		10.05		10.20		10.35
SHUN CHAI	dep.		8.20		8.45		9.10		9.25		9.40		9.55		10.10		10.25		10.40
SHUN CHAI	arr.		8.30		8.55		9.20		9.35		9.50		10.05		10.20		10.35		10.50
SHUN CHAI	dep.		8.35		9.00		9.25		9.40		9.55		10.10		10.25		10.40		10.55
SHUN CHAI	arr.		8.45		9.10		9.35		9.50		10.05		10.20		10.35		10.50		11.05
SHUN CHAI	dep.		8.50		9.15		9.40		9.55		10.10		10.25		10.40		10.55		11.10
SHUN CHAI	arr.		9.00		9.25		9.50		10.05		10.20		10.35		10.50		11.05		11.20
SHUN CHAI	dep.		9.05		9.30		9.55		10.10		10.25		10.40		10.55		11.10		11.25
SHUN CHAI	arr.		9.15		9.40		10.05		10.20		10.35		10.50		11.05		11.20		11.35
SHUN CHAI	dep.		9.20		9.45		10.10		10.25		10.40		10.55		11.10		11.25		11.40
SHUN CHAI	arr.		9.30		9.55		10.20		10.35		10.50		11.05		11.20		11.35		11.50
SHUN CHAI	dep.		9.35		10.00		10.25		10.40		10.55		11.10		11.25		11.40		11.55
SHUN CHAI	arr.		9.45		10.10		10.35		10.50		11.05		11.20		11.35		11.50		12.05
SHUN CHAI	dep.		9.50		10.15		10.40		10.55		11.10		11.25		11.40		11.55		12.10
SHUN CHAI	arr.		10.00		10.25		10.50		11.05		11.20		11.35		11.50		12.05		12.20
SHUN CHAI	dep.		10.05		10.30		10.55		11.10		11.25		11.40		11.55		12.10		12.25
SHUN CHAI	arr.		10.15		10.40		11.05		11.20		11.35		11.50		12.05		12.20		12.35
SHUN CHAI	dep.		10.20		10.45		11.10		11.25		11.40		11.55		12.10		12.25		12.40
SHUN CHAI	arr.		10.30		10.55		11.20		11.35		11.50		12.05		12.20		12.35		12.50
SHUN CHAI	dep.		10.35		11.00		11.25		11.40		11.55		12.10		12.25		12.40		12.55
SHUN CHAI	arr.		10.45		11.10		11.35		11.50		12.05		12.20		12.35		12.50		13.05
SHUN CHAI	dep.		10.50		11.15		11.40		11.55		12.10		12.25		12.40		12.55		13.10
SHUN CHAI	arr.		11.00		11.25		11.50		12.05		12.20		12.35		12.50		13.05		13.20
SHUN CHAI	dep.		11.05		11.30		11.55		12.10		12.25		12.40		12.55		13.10		13.25
SHUN CHAI	arr.		11.15		11.40		12.05		12.20		12.35		12.50		13.05		13.20		13.35
SHUN CHAI	dep.		11.20		11.45		12.10		12.25		12.40		12.55		13.10		13.25		13.40
SHUN CHAI	arr.		11.30		11.55		12.20		12.35		12.50		13.05		13.20		13.35		13.50
SHUN CHAI	dep.		11.35		12.00		12.25		12.40		12.55		13.10		13.25		13.40		13.55
SHUN CHAI	arr.		11.45		12.10		12.35		12.50		13.05		13.20		13.35		13.50		14.05
SHUN CHAI	dep.		11.50		12.15		12.40		12.55		13.10		13.25		13.40		13.55		14.10
SHUN CHAI	arr.		12.00		12.25		12.50		13.05		13.20		13.35		13.50		14.05		14.20
SHUN CHAI	dep.		12.05		12.30		12.55		13.10		13.25		13.40		13.55		14.10		14.25
SHUN CHAI	arr.		12.15		12.40		13.05		13.20		13.35		13.50		14.05		14.20		14.35
SHUN CHAI	dep.		12.20		12.45		13.10		13.25		13.40		13.55		14.10		14.25		14.40
SHUN CHAI	arr.		12.30		12.55		13.20		13.35		13.50		14.05		14.20		14.35		14.50
SHUN CHAI	dep.		12.35		13.00		13.25		13.40		13.55		14.10		14.25		14.40		14.55
SHUN CHAI	arr.		12.45		13.10		13.35		13.50		14.05		14.20		14.35		14.50		15.05
SHUN CHAI	dep.		12.50		13.15		13.40		13.55		14.10		14.25		14.40		14.55		15.10
SHUN CHAI	arr.		13.00		13.25		13.50		14.05		14.20		14.35		14.50		15.05		15.20
SHUN CHAI	dep.		13.05		13.30		13.55		14.10		14.25		14.40		14.55		15.10		15.25
SHUN CHAI	arr.		13.15		13.40		14.05		14.20		14.35		14.50		15.05		15.20		15.35
SHUN CHAI	dep.		13.20		13.45		14.10		14.25		14.40		14.55		15.10		15.25		15.40
SHUN CHAI	arr.		13.30		13.55		14.20		14.35		14.50		15.05		15.20		15.35		15.50
SHUN CHAI	dep.		13.35		14.00		14.25		14.40		14.55		15.10		15.25		15.40		15.55
SHUN CHAI	arr.		13.45		14.10		14.35		14.50		15.05		15.20		15.35		15.50		16.05
SHUN CHAI	dep.		13.50		14.15		14.40		14.55		15.10		15.25		15.40		15.55		16.10
SHUN CHAI	arr.		14.00		14.25		14.50		15.05		15.20		15.35		15.50		16.05		16.20
SHUN CHAI	dep.		14.05		14.30		14.55		15.10		15.25		15.40		15.55		16.10		16.25
SHUN CHAI	arr.		14.15		14.40		15.05		15.20		15.35		15.50		16.05		16.20		16.35
SHUN CHAI	dep.		14.20		14.45		15.10		15.25		15.40		15.55		16.10		16.25		16.40
SHUN CHAI	arr.		14.30		14.55		15.20		15.35		15.50		16.05		16.20		16.35		16.50
SHUN CHAI	dep.		14.35		15.00		15.25		15.40		15.55		16.10		16.25		16.40		16.55
SHUN CHAI	arr.		14.45		15.10		15.35		15.50		16.05		16.20		16.35		16.50		17.05
SHUN CHAI	dep.		14.50		15.15		15.40		15.55		16.10		16.25		16.40		16.55		17.10
SHUN CHAI	arr.		15.00		15.25		15.50		16.05		16.20		16.35		16.50		17.05		17.20
SHUN CHAI	dep.		15.05		15.30		15.55		16.10		16.25		16.40		16.55		17.10		17.25
SHUN CHAI	arr.		15.15		15.40		16.05		16.20		16.35		16.50		17.05		17.20		17.35
SHUN CHAI	dep.		15.20		15.45		16.10		16.25		16.40		16.55		17.10		17.25		17.40
SHUN CHAI	arr.		15.30		15.55		16.20		16.35		16.50		17.05		17.20		17.35		17.50
SHUN CHAI	dep.		15.35		16.00		16.25		16.40		16.55		17.10		17.25		17.40		17.55
SHUN CHAI	arr.		15.45		16.10		16.35		16.50		17.05		17.20		17.35		17.50		18.05
SHUN CHAI	dep.		15.50		16.15		16.40		16.55		17.10		17.25		17.40		17.55		18.10
SHUN CHAI	arr.		16.00		16.25		16.50		17.05		17.20		17.35		17.50		18.05		18.20
SHUN CHAI	dep.		16.05		16.30		16.55		17.10		17.25		17.40		17.55		18.10		18.25
SHUN CHAI	arr.		16.15		16.40		17.05		17.20		17.35		17.50		18.05		18.20		18.35
SHUN CHAI	dep.		16.20		16.45		17.10		17.25		17.40		17.55		18.10		18.25		18.40
SHUN CHAI	arr.		16.30		16.55		17.20		17.35		17.50		18.05		18.20		18.35		18.50
SHUN CHAI	dep.		16.35		17.00		17.25		17.40		17.55		18.10		18.25		18.40		18.55
SHUN CHAI	arr.		16.45		17.10		17.35		17.50		18.05		18.20		18.35		18.50		19.05
SHUN CHAI	dep.		16.50		17.15		17.40		17.55		18.10		18.25		18.40		18.55		19.10
SHUN CHAI	arr.		17.00		17.25		17.50		18.05		18.20		18.35		18.50		19.05		19.20
SHUN CHAI	dep.		17.05		17.30		17.55		18.10		18.25		18.40		18.55		19.10		19.25
SHUN CHAI	arr.		17.15		17.40		18.05		18.20		18.35		18.50		19.05		19.20		19.35
SHUN CHAI	dep.		17.20		17.45		18.10		18.25		18.40		18.55		19.10		19.25		19.40
SHUN CHAI	arr.		17.30		17.55		18.20		18.35		18.50		19.05		19.20		19.35		19.50
SHUN CHAI	dep.		17.35		18.00		18.25		18.40		18.55		19.10		19.25		19.40		19.55
SHUN CHAI	arr.		17.45		18.10		18.35		18.50		19.05		19.20		19.35		19.50		20.05
SHUN CHAI	dep.		17.50		18.15		18.40		18.55		19.10		19.25		19.40		19.55		20.10
SHUN CHAI	arr.		18.00		18.25		18.50		19.05		19.20		19.35		19.50		20.05		20.20
SHUN CHAI	dep.		18.05		18.30		18.55		19.10		19.25		19.40		19.55		20.10		20.25

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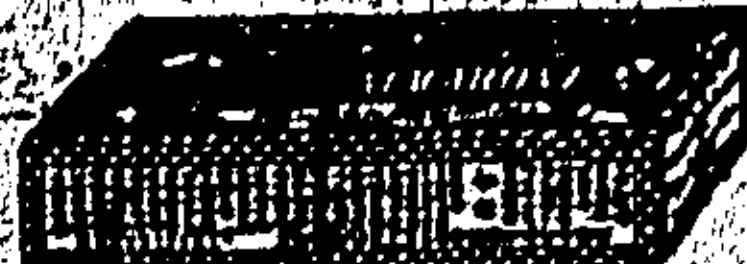
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THE DAY OF NATIONAL HUMILIATION. REMEMBERED IN CANTON. 30 SPEAKING GROUPS.

We take the following from the Canton Times:—
May 7th, being the national day of humiliation in China, the anniversary of the success of Japanese aggression in this Republic as shown in the Chinese submission to their notorious twenty-one demands, the younger generation of Cantonese, realizing the disgrace in which the country is now suffering, met in the East Garden at noon yesterday to confess the sins of their fathers and further denounce the crimes of their officials who have failed to protect the interest of the nation. The newspapers of the day, as a mark of public grief, in their issue of yesterday, employed heavy black lines to feature and overcode their leading articles which recalled the events up to the signing of the notorious notes, with suggestions for future action tending to restore the rights of the Chinese people and the cancellation of the demands.

MASS MEETING OF 8,000 STUDENTS.
More than fifty schools in Canton, represented by nearly sixty thousand students met at noon in the East Garden. After addresses by President Li Pakyin of the Educational Association and Acting Minister Wu Shan of Justice of the Military Government, Wong Kiang, and several others, the boys and girls gathered shouted several times, "Don't forget this day of humiliation." All speakers expressed the hope that it will not be long when China will be able to maintain herself and all the humiliation removed.

Chang Tien Pung, a student leader, presided over the meeting. The most exciting one was that of a soldier, shouting down a student who was advocating the removal of militarism and the final destruction of the military curse by another student killing the militarists. This was staged by the Ling Nam boys. The Northern and Southern militarists were condemned in another act in which two brothers fought for the division of the family property. When coming to the division of the national flag which the family owned, they suggested the cutting it in twain. A neighbour however, interfered, preaching to them a lesson of patriotism, the two brothers renouncing the neighbour putting the flag over them, declaring that all under the five-coloured flag of the Republic of China are brothers.

Two bands, one from the High Normal and the other from Canton Christian College, furnished music.
After the meeting in the East Garden, thirty speaking groups scattered themselves throughout the city while the rest paraded the streets, carrying banners with patriotic inscriptions.

NEW SOURCE OF ALCOHOL.

Much attention has been given in recent years to the question of manufacturing alcohol within the Empire for use as motor spirit. In the current number of the Bulletin of the Imperial Institute the possibility of utilising the mowra flowers of India for the purpose is discussed. These flowers possess thick, juicy petals, rich in sugar. They are used by the natives as a foodstuff and especially for the preparation by fermentation of an alcoholic liquor called "darr". It is estimated that a single tree will yield as much as 700-800 lb. of flowers in a year. The tree also produces a valuable oilseed, which is exported in fairly large quantities to Europe. During the war the flowers were used in India for the production of acetone, the yield being said to be ten times as much as that obtained by distilling wood, which is the usual source of this substance. The demand for acetone in India in peace times, however, is not great, and large quantities of the flowers would be available for the manufacture of alcohol, and would appear to be an exceptionally cheap source of this material as the yield is high compared with that from potatoes and other materials commonly used, about 50 gallons of 95 per cent. alcohol being obtainable from one ton of dried flowers. It has been estimated that in the Hyderabad State alone there are already sufficient mowra trees for the production of 700,000 gallons of proof spirit per annum, in addition to that necessary for the local liquor requirements.

It is suggested that the most profitable way of utilising the flowers would probably be as a source of mixed motor spirit of the "nastale" type for use in India. That motor spirit can be produced on a manufacturing scale in India from mowra flowers has already been demonstrated and it is stated that running trials with the spirit proved satisfactory.

THE ASPIRIN HABIT.

The Sub-Committee appointed by the Standing Committee on Prices to inquire into prices costs, and profits of drugs and medicinal preparations, have issued their report on aspirin (acetyl salicylic acid). The Committee find that the prices of 6d. per bottle of 25 tablets, at which some brands of aspirin are sold, give a very small margin of profit to the retailer. The price of 1s. at which other brands are offered, is, on the other hand, excessive. The Committee suggest that a maximum retail price of 10d. would give a reasonable profit to manufacturer, wholesaler, and retailer.
The Committee call attention to the fact that the purchaser of aspirin is free to obtain whatever quantity he desires, and that some labels suggest the taking of 12 tablets daily for a unlimited period.
Before the war the name "aspirin" was the exclusive property of the Bayer Company, Elberfeld, Germany; but since 1915 British manufacturers have succeeded in manufacturing acetyl salicylic acid on a commercial scale, and to most of these products the name "aspirin" is given.

OUR LONDON LETTER. THE PRIME MINISTER'S POLITICAL FUTURE.

[FROM HENRY BARNES.]

LONDON, March 24th.

The newspapers here are all full of the political development created by the Prime Minister's attempt to effect a "fusion" of certain elements of both Unionists and Liberals into a new party. It is a proposal which has thrown Parliamentarians and political writers into a state of violent excitement. No doubt a great deal of the rivalry and the struggles that go on in our domestic politics are apt to leave readers on your side of the world somewhat cold; but it is more than likely that what is now on foot may have very far-reaching consequences, and for that reason it may be useful to indicate as briefly as possible some outstanding features of the present situation.

As you are aware, for months past it has been evident that the Coalition have been seriously losing their hold on the country. The fact has been proclaimed to all the world by the results of the elections, which have gone against the Government. There is, of course, generally speaking, a certain amount of losses at bye-elections, no matter what Government is in office, but in this instance nobody with any knowledge of public opinion has the least doubt that the trouble is exceedingly widespread. Further, it is based on well-known causes, chief of which is that the Government have not fulfilled the promises (avishly made at the General Election. There is the question of housing, to name only one among many, in regard to which it may be said that not only are the houses not built as promised but there is no immediate sign of the work being started. When candidates appear in the constituencies as supporters of the Coalition they are up against this awkward fact, and they are reminded that the Prime Minister said the Coalition were going to make England "a land fit for heroes to live in," whereas thousands of heroes cannot find a roof to shelter them. Labour goes strong.

The pendulum which swung the Coalition into power with an overwhelming majority at the General Election is now swinging in another direction. But the movement is not in favour of Liberalism. It is most decidedly in the direction of Labour, and therein lies the rub for Mr. Lloyd George and other astute politicians. The Prime Minister realises that unless something is done to arrest the tendency—such, for instance, as the creation of a new party—the momentum will continue to gather strength to an extent that will carry Labour into power sooner than a good many wise people are disposed to believe possible.

But can a new party be created? So far as Mr. Lloyd George is personally concerned his task is exceedingly delicate and difficult; and it is not made easier by the attacks upon him which have become a feature of most of the London papers, notably the Northcliffe Press led by the Times. The problem before him is how he can secure his position; for unless he is able by some means or other to induce the Liberal and the Unionist wings of the Coalition to join hands to form a permanent alliance there is no place left for him to occupy in political life, unless indeed it be the leadership of the Conservative party. The mere mention of such a thing seems outside the bounds of possibility, and yet there are people who believe we shall see it come to pass.

WHAT OF THE LIBERALS?

However that may be, it is certain that the Prime Minister as the leader of the Liberals is the key of the question. So far as Liberalism is concerned he has crossed the Rubicon. Besides, even if they would have him Liberals are no longer a party in the sense that was once understood. The "coupon" destroyed them. The clever and dexterous device adopted at the General Election of forcing upon Liberals the choice of accepting the Coalition ticket, or "coupon," or alternatively standing as persons opposed to "the Government that won the war" split the Liberal party from top to bottom. Only a few remain to carry on the old tradition in Parliament, and being a small group and independent of the Coalition are known as the "Wee Frees." Other Liberals are Coalitionists, and at Westminster they respond with perfect docility to the crack of the Unionist party whip. They are not, however, happy in their present position. They dread to contemplate the day when they will have to face the constituencies.
Thus, although we find Coalitionists behind the Government, in a solid body, looking exceedingly powerful, it is a body really composed of elements that are fundamentally antagonistic. Coalition Unionists manage to preserve an unbroken front in Parliament because they are well aware that if they do not hang together they will hang separately. The Home and Free Trade of Protection is another question that endangers the alliance.

THE PRIME MINISTER'S TASK.

In this troubled sea of domestic politics Mr. Lloyd George sees many rocks and shoals ahead. Nobody expects the Coalition can last beyond the present Parliament. At the next appeal to the country there will be a return to the old-time party system. In that case where will the Prime Minister find himself? As I have tried to point out he has no acknowledged place with the Liberals, or with Labour, nor yet with the Unionists. His political future seems to depend mainly upon his ability to arrive at some working arrangement between sections of Liberals and Unionists who would combine to form a new party under a new name.

But this is a big undertaking, as the Premier has discovered this week when he addressed a meeting of Coalition Liberal M.P.'s at Westminster. The proceedings were private, but a carefully edited report of Mr. Lloyd George's speech, which occupied an hour and forty minutes in delivery, was subsequently issued to the Press. His main point is that the country needs the beneficent guidance of the Coalition for quite a long while yet—in fact, for years to come—or at any rate the guidance of a party to be fashioned out of the Coalition. Otherwise, he says, the Labour party will climb up into office, and this is a contingency which Mr. Lloyd George affects to regard with feelings almost of dismay.

The notable thing about his speech was the fierceness with which he denounced the Labour party. To many of his critics it recalls his Limehouse days, when he was attacking Dukes and Earls because like the young man in the parable they had great possessions and ought therefore to be heavily taxed; but now his invective is directed towards the Labour men whom he brands indiscriminately as "Bolsheviks," and "Socialists." The *Mail* derides this alarming slogan as a bogey no better than a candle in a turnip; though there is no mistaking the fact that the Premier intends his attack as a means to rally support for his proposed new party out of the ranks of Liberals and Conservatives—a "fusion by fear," as one writer calls it.

So far the speech has fallen flat. It is widely denounced as a serious mistake, being indeed an appeal to prejudice leading to what everyone wishes to avoid—namely, the "class war." It also gives to the Socialists a position in the Labour party they cannot claim, for it is absurd to suggest that the party is Socialist. The vast majority of Labour is distinctly antagonistic to Socialism. The Labour party has extremists, it is true—what party is without them?—but it is not convincing to say that if and when Labour gets into power the Socialist extremists will seize the reins and proceed to wildcat experiments in legislation. The Labour leaders know that in office they would have to govern constitutionally in accordance with English practice. Even now the extremists are held in check, as witnesses the vote of the Trades Union Congress last week which rejected the proposal to nationalise the coal mines.

The Times sums up Mr. Lloyd George's speech by saying "it was the speech of a false Liberal and of a demagogue, seeking to appeal not, indeed, to the masses, but to the fears of the hypothetical 'haves' against the revolutionary purposes of the hypothetical 'have-nots.' It is a poor doctrine, indicative of a sterile mind. It is a false doctrine for the terms of the problem are not as Mr. Lloyd George stated them. It is a dangerous doctrine for it proclaims the very 'class war' which the Bolshevik enemies of society propagate. The people of this country know that within the Labour party itself there are many shades of opinion, and it attributes them all as 'Socialist' is to suggest what is not true."

WHAT OF THE FUTURE?

Criticism more or less on the same lines appears in papers of widely different shades of opinion. What is feared is that the Prime Minister's attack on Labour may lead to reprisals, it affords a good pretext to those who are fond of preaching the "class war." However that may be, the Premier, whatever else his enemies may say about him, cannot be accused of indifference to criticism in the Press. He is well aware by now that a mistake has been made in representing organised Labour as "Socialist" and therefore dangerous to the State.

The next move in the political game is awaited with uncommon interest. The question is whether a new party can be formed by a fusion of the wings of the Liberals and the Conservatives now in the Coalition, with Mr. Lloyd George as acknowledged leader or whether history may repeat itself and Mr. Lloyd George will like Chamberlain, eventually and political salvation in the Unionist fold.
No useful purpose can be served by speculation upon these or other interesting possible developments, but therefore I will leave the matter there for the present. What is clear, with sufficient certainty, is that the extraordinary changes which have so rapidly come to pass—A little more than a year ago and Mr. Lloyd George was acclaimed as a Superman, the leader who had led the nation to victory in the war. To-day he is assailed by hosts of political enemies, and he himself seems necessary to cast round for support that will assure to him a political future worthy of his fame.

DEATH OF MR. O. EL ARUILLI. LARGELY ATTENDED FUNERAL.

After an illness extending over six months, the death occurred on Friday of Mr. O. d'Arulli, eldest son of Mr. A. F. Arculli, one of the most respected and highly esteemed members of the local Indian community. The deceased, who was only 42 years of age at the time of his demise, was a partner in the firm of Arculli Brothers and was a well-known figure in the city, and by his death, which was generally expected as he was suffering from cancer of the nose, his numerous friends lose one who, by his unassuming manners and geniality, endeared himself to all who came into contact with him.
Deceased was a keen sportsman and a member of the Indian Recreation Club, in which he took considerable interest. As a mark of respect the Club flag was flown at half-mast. Deceased was one of the original members of the Hongkong Police Reserve and assisted in the organising of the Indian section. He was a Staff-Inspector and was Chairman of the Police Reserve Club. He leaves behind a widow and eight children, three boys and five girls, to mourn his loss.
The funeral took place the same evening and was largely attended, amongst those present being Messrs. F. C. Jenkin, Eldon Potter, C. F. Mason, A. Fothergill, S. J. Chinchin, F. E. Joseph, F. Joseph, H. A. Lammert, H. Taylor, J. M. Wong, B. W. Tape, Wong Kwong-ting, Capt. A. K. Sen-Gupta, and others.

THE DENNISTON PLAYERS. OPENING IN CANTON TONIGHT.

The talented Denniston Players, having concluded a very successful fortnight's season in Hongkong, have left for Canton, where they open to-night with their most laughable piece "Up in Mabel's Room." The visit of a first class company to Canton is a rare occurrence, and the Shamoon residents may confidently be expected to show their recognition of Mr. Denniston's venturing into their midst by filling the little theatre in the Shamoon for the next three nights. The Company has shown its versatility by the successful presentation of both comedy and drama, in Hongkong, but Mr. Denniston has wisely decided to play only pure comedy at Canton. If the Company is given the support it deserves, it will be a long time before Canton will forget Miss Warda Howard, Miss Florence Chapman, Mr. Leo Kennedy, Mr. W. D. Howard, Mr. Vaughan Morgan, and their fellow laughter-makers. The Denniston Players are returning to Hongkong in time to take the P. & O. *Albatross* to Colombo. They return to the Colony in about eight months.
The Denniston Players for their final performance in Hongkong on Saturday staged a three-act comedy entitled "Our Wives" by Frank Mädel. They had a good though not a crowded house but it cannot be said of the play that it was the equal of many other comedies staged by the Company though it afforded an excellent evening's entertainment.

JAPAN'S ADVANCE INTO SIBERIA. EFFECT ON AMERICAN OPINION.

The further advance of Japanese troops into Siberia has rather alarmed opinion here according to a New York message to the *Japan Chronicle*, although it is believed on good authority that the State Department has made no representation on the subject and does not contemplate making any. But the Washington officials hold the opinion that the advance further north are hardly required for the protection of the Japanese troops in Siberia in order to enable them to be withdrawn. The operation appears as a further step forward rather than as a cover to retirement. It is thought that the militaristic element in Japan is responsible for the extension of military operations in Siberia, which have proved costly and unprofitable. The result will be decided by bludgeoning a way through by main force. Thus, while Washington remains inactive, it cannot be said that the occupation has helped matters from the point of view of co-operation or mutual trust between the United States and Japan.
This opinion is strengthened by the recent development of the Consortium negotiations. Existing special interests in Japan in Manchuria are recognised by the Consortium, but Japan has asked for the right to build a railway from Manchuria to Peking, running parallel with the existing railway. Other Powers have objected to this, deeming that this second line be built with international capital. Japan did not ask outright for the exclusive right to build this railway, but asked that, because of its strategic importance, it be allowed for one Power to proceed with it at once. If a contract with the Chinese Government could be secured without waiting for the funds available through the Consortium, other Governments would be affected. Japan would at once begin to build the line on terms which the capitalists of other countries could not meet.
It is hoped in Washington that this business will be settled satisfactorily soon, but it is obvious that there is a feeling of resentment against the attitude of Japan which has lacked candour.

RANDOM REFLECTIONS.

In view of the fact that a meeting of the members of the Royal Hongkong Golf Club takes place this evening to consider some important proposals relating to the finances of the Club, attention may well be drawn to the fact that interest in this matter is not strictly confined to members of the Club but extends to the general body of tax-payers. When in 1919 or 1920 the Golf Club wished to extend its golf course at Fanling by creating a new course for the use of ladies, and did not feel financially strong enough to buy certain paddy fields, within the proposed area, the Government undertook to resume that property and lease it, together with the Crown land, to the Golf Club, charging them rent which repays 4 per cent. interest on the capital cost to Government.

It may be remembered that this transaction was the subject of much sarcastic comment in the Colony and Sir Henry May was moved to make in the Legislative Council a statement in explanation and in defence of the vote. The considerations which the Governor advanced then should be remembered now, when proposals are being made which are likely to have a restrictive influence on the popularity of the game. Let me quote from the *Standard* report of the statement, which was made in the Legislative Council on July 17th, 1919:—

"At a very low estimate it is calculated that when the Ladies' Golf Course shall have been added to the existing golf course, the railway, which is a Government Railway, will gain at the lowest estimation \$1,500 per year net in traffic receipts over and above what is received now... \$1,500 on \$10,000, which it is proposed to expend on resuming the land is \$15 per cent.; add 4 per cent. for interest and we get a return to the Government of 19 per cent. The 15 per cent. earning power of this new attraction to the railway is a very low estimate. I myself consider it would be at least 20 per cent., and, in a few years, if one allows one's imagination to soar a little, one can imagine receipts being increased by 50 or even 100 per cent. may add that those who are conversant with railway management in the British Isles know that in these days Railway Companies lay out golf courses and build hotels adjoining them for the sole purpose of attracting passengers to their railway."

When Sir Henry May was making this prediction the Golf Club subscription was \$3 a month and there was nothing to suggest that it would ever be higher. During the war, however, owing to reduced membership, the subscription was raised to \$5. Now, when the membership is probably larger than it has ever been before, it is proposed that the subscription shall be raised to \$7, and it is further desired that ladies shall in future not use the courses on the strength of the membership of their husbands, fathers or friends, but shall join the club, by ballot or otherwise, as subscribers, at \$3 a month. Thus for the married man (without grown-up daughters) his subscription, which before the war was \$3, would in future be \$10 a month. Now all members of the Club are not drawing princely salaries, and this increase of subscription is a consideration in these times; for the expense of golf does not end with the Club subscription. If the new proposals are adopted, a day's golf at Fanling once a week, will cost a married couple something like \$10 a month. There can be no doubt that an increased subscription would have a bad effect on the future membership of the Club and a restrictive influence on the railway traffic to Fanling, which it was the special object of the Government to encourage when it decided to lend financial aid.

Everybody will appreciate the desirability of the Club acquiring the bungalow and the seven and a half acres of land attaching to it, but there is a very strong sentiment against any further increase in the Club's subscription. "Would-be Golfer," in a letter to the *Daily Press* a few days ago admirably presented the case against it, and in the event of the Committee's proposals on this point being defeated would not the circumstances justify the Committee in approaching this Government again? The Government railway has much to gain from the growing popularity of golf and a good deal to lose if the game is made more expensive than it is already.

An interesting correspondence with the military authorities relating to the payment of a gratuity has been placed in my hands for perusal. A soldier of the garrison, who, for medical reasons, took his discharge in Hongkong on June 1st, 1919, (Continued at foot of next column.)

THE EXECUTIVE AND LEGISLATIVE COUNCILS.

NEW APPOINTMENTS.

H.E. the Governor has appointed, provisionally and subject to His Majesty's pleasure, the Hon. Mr. P. H. Holyoak to be an unofficial member of the Executive Council during the absence from the Colony of the Hon. Sir C. P. Chater, Kt., C.M.G.

H.E. the Governor has appointed, provisionally and subject to His Majesty's pleasure, Mr. A. R. Lowe to be an unofficial member of the Legislative Council during the absence from the Colony of the Hon. Mr. H. E. Pollock, K.C., or until further notice.

H.E. the Governor has revoked the appointment of Mr. E. D. C. Wolfe to be a member of the Legislative Council, and appointed Mr. E. A. Irving, provisionally and subject to His Majesty's pleasure to be an official member of the Legislative Council.

JINRIKISHA SERVICES IN HONGKONG.

REPORT ON THEIR IMPROVEMENT.

As a result of the question asked in Legislative Council by the Honourable Mr. P. H. Holyoak on the 30th January, 1919, a Committee was appointed consisting of the following for the purpose of selecting a new type of jinrikisha to be put into service in the Colony:—Hon. Mr. E. D. C. Wolfe, Captain Superintendent of Police, Hon. Mr. P. H. Holyoak, Hon. Mr. S. H. Dodwell, Mr. A. Shelton Hooper, Mr. J. W. Frank, and Commander C. W. Beckwith, R.N.

The Committee met in the compound of the Central Police Station on the 31st March, 1919, and five different types of jinrikisha were submitted for their inspection. Of these one had been imported from Shanghai, one was then plying for hire in Hongkong and one in Kowloon, and two were specially made for the occasion. The Committee selected the best features of each type and a complete vehicle was constructed in accordance with this selection. This vehicle was put on view at the Central Police Station and all jinrikisha proprietors were invited to take the necessary notes for their guidance and were informed that in future only jinrikishas of this type would be passed by the Police for service.

There are 1,150 public jinrikishas licensed for hire on the lower levels of Hongkong, 16 for hire on Causeway Road and the Upper Levels, and 15 for service on the Peak. 50 temporary licences have also been issued, making a total of 1,231. Since the selection of the new type of vehicle by the Committee 348 of this type have been passed by the Police and brought into service in Hongkong, and a similar number of the old type withdrawn. In Kowloon there are at present 600 public jinrikishas licensed for hire, of which some 250 were practically new at the time of the selection of the improved type. It would be unreasonable to expect to expect the proprietors of these jinrikishas to make any great change in their machines for some time so that only some 10 of the new type have so far been passed for service in Kowloon. At present also there is considerable difficulty in obtaining the materials for constructing new vehicles. All the jinrikishas in the Colony have now been fitted with spring cushion seats and about one-third of each proprietor's vehicles has been fitted with thick rubber tyres. The remainder will be gradually fitted with thick tyres when the tyres at present in use require renewing.

became entitled to a gratuity, and an allowance for plain clothes. At the beginning of February last—eight months after his discharge—he addressed to the Chief Commissioner an inquiry on the subject, and at the same time inquired what rate of exchange these payments would be made. The rate of exchange had greatly advanced since the gratuity fell due. A first reply was that the gratuity would be paid at the current rate of exchange. A protest against the injustice of this resulted in a promise by two responsible officers that the gratuity would be paid at the August rate of exchange, under authority of the War Office which had been published in the *Garrison Orders* on January 6th, 1920. When, however, the war gratuity was at length paid (104 months after it fell due) it was paid at an exchange of 5/4 instead of at the August (1919) rate of 3s. 6d., with an intimation that the War Office had refused to sanction such payments at the August rate in Hongkong. The ex-soldier very rightly refused to accept the cheque at the higher rate, seeing that two responsible officers had in writing promised him payment at the August rate of exchange, and that they had War Office authority for so doing. The trouble arises entirely from the extraordinary delay in paying these gratuities. The introduction of ordinary business methods in the War Office would save the nation an immense amount of money. The correspondence itself and the time of highly placed officials spent upon this simple matter must have cost the nation far more than the amount of the gratuity. Surely the soldier is entitled to his war gratuity at the rate of exchange prevailing when it fell due.

SANITARY BOARD MEETING.

QUESTIONS BY DR. OZORIO.

At to-morrow's meeting of the Sanitary Board, Dr. F. M. G. Ozorio, pursuant to notice, will ask:—

(1) Will the Government accelerate the completion of the roads around Homantin as in their present conditions they contain pools which may breed mosquitoes?

(2) Does the Government contemplate the creation of the post of Factory Inspector? If so, will the post be open to women?

(3) Will the President appoint a sub-committee to study the need or otherwise of building concrete dustbins in the smaller lanes so as to facilitate the scavenging of the Colony?

(4) Has any answer been received from the Government to the report of the sub-committee of the scavenging of the Colony? If so, why has it not been laid on the table?

HONGKONG HORTICULTURAL SOCIETY.

The annual general meeting of this Society is fixed for to-morrow, and at that meeting, the Committee and Officers for the coming year are to be elected.

Mr. L. Gibbs, the President, in forwarding to members the report and statement of accounts to 31st March last says:—

It is a well-known fact that very little interest is shown by the bulk of members in the management of this and of similar Societies in Hongkong. At the same time complaints are often heard that committees re-elect themselves the "old gang" is always in office that it is a "one man show" and that "new blood" is not introduced as it should be. It is certainly very desirable that there should be change, that new ideas should be introduced and that the work of Society should not be allowed to run in permanent grooves, but this can only be attained if members will come forward who are willing to do their share in the work of management. The writer has been President of the Society for two or three years, Honorary Secretary for six or eight years, and though willing to do all he can to further the objects of the Society, is more than willing to give way to anyone prepared to take on the work. The present Hon. Secretary, on whom the bulk of the work falls, is not prepared to accept re-election. The present Hon. Treasurer, though kindly consenting to remain in office, would be happy to be relieved. Nine other members are required to form the Committee and it is hoped that members of the Society will submit to the Hon. Secretary—before the meeting—the names of any willing to act in any capacity and will turn up in force to support their nomination.

SPORT.

KOWLOON BOWLING GREEN CLUB.

The Kowloon B.G.C. opened their season on Saturday, when a large number of members, and their friends were present. The greens were occupied, with a number of spoon competitions, the results being as follows:—

FIRST RINK.—Messrs. Guy (skip), Witherspoon, Pryce, and Dixon beat Messrs. Morrison (skip), Parkes, Chapman and Seaborn, 25-19.

SECOND RINK.—Messrs. Duncan (skip), Blackman, Dickens, and Foulis beat Messrs. Russell (skip), Grant, Wright and G. Henderson, 18-14.

THIRD RINK.—Messrs. Lapaley (skip), Amery, Taylor, and Keith beat Messrs. Gow (skip), Muirhead, Holland and Simpson, 18-17.

FOURTH RINK.—Messrs. McIver (skip), Watt, Fincher, and Lambert beat Messrs. W. Gerrard (skip), G. Gerrard, Muir and Davidson, 23-18.

FIFTH RINK.—Messrs. Blackburn (skip), Haig, McLeod, and Whyte beat Messrs. Allan (skip), McKenzie, Hoare and J. Henderson, 27-18.

SIXTH RINK.—Messrs. Silkstone (skip), Sloan, Pettyjohn, and Gardiner beat Messrs. McLaughlin (skip), J. Brown, Searle and D. J. Brown, 22-18.

Mr. D. Gow (President) thanked the visitors for responding to the invitation in such large numbers. Mrs. Gow presented the spoons to the winners amid much applause. A vote of thanks was given to the ladies on the call of Mr. J. Parkes, for presiding at the tea tables.

STORM SIGNAL CODES.

It is notified in the *Gazette* that on and after June 1st, 1920, the use of the Hongkong Non-Local Storm Signal Code will be discontinued at Blackhead's Hill and the China Seas Storm Signal Code substituted. The Local Signals will be removed from Blackhead's Hill and hoisted on the radio mast at the Royal Observatory. The China Seas Code necessitates a makeshift symbol, which should not be mistaken for a black signal of the Local Code.

MILITARY WEDDING IN HONGKONG.

CAMPBELL—HURDLEY.

The garrison was well represented at the wedding which took place at St. John's Cathedral on Saturday morning, the parties being Capt. W. J. Campbell, of the 74th Punjabis, son of the late Mr. William Campbell, of Invercauld, Glasgow, and Miss Emily Hurdley, of the Government Civil Hospital, Hongkong, and daughter of Mr. E. Hurdley, of Myford, Shropshire. The Church, which was very tastefully decorated with white flowers, contained an interesting array of military and naval uniforms.

The bride, who was given away by Dr. J. T. C. Johnson, Principal Civil Medical Officer, wore a gown of white satin with pinnies of satin, trimmed with a heavy white fringe and a silver girdle. Her train was of white satin and her veil of Brussels net, trimmed with true lovers' knots. She carried a bouquet of pink and white carnations. She was attended by Misses Edith Gilling and Dora Lund as bridesmaids, and Miss Barbara Earle as a charming train-bearer. The bridesmaids' dresses were of white hand-embroidered net with lace white velvet sashes. They wore hats of white georgette trimmed with silver net. Lt. J. H. McConnell, of the 74th Punjabis, acted as bestman, and Capt. Cardon, M.C. and Lieut. Bygate acted as ushers.

The Rev. M. W. Shewell, Chaplain to the Forces, performed the ceremony. The service was fully choral, the hymns being "The Voice that breathed O'er Eden" and "O Perfect Love." After the register had been signed, Mr. Denman Fuller, at the organ, played Mendelssohn's Wedding March. A reception was held at "Kingsclere," where great conviviality prevailed for over an hour. Capt. and Mrs. Campbell left for the New Territories for the honeymoon, the bride going away dress being of white royal crepe satin, trimmed with white beads.

The bride's gift to the bridegroom was a set of hair-brushes, and the latter's gift to the bride was a diamond and platinum monogram bracelet. Among the other presents which the newly married couple received were the following:—

Capt. and Mrs. Johnson, silver toilet rack. Mr. J. H. Kemp, silver cigarette lighter. Mr. A. R. Sutherland, set of blackwood tables. Lieut. J. K. McConnell, Japanese fire screen. Officers 74th Punjabis, cheque. Mr. W. Nicholson, silver travelling clock. Mr. and Mrs. MacNichol, silver napkin rings. Mr. Burlingham, silver sweet dishes. Mr. and Mrs. King, silver sweet dishes. Hon. Mr. Holyoak, silver flask. Officers 2/22nd Punjabis, cheque. Mr. and Mrs. Davidson, silver cruet stand. Major and Mrs. Egnall, silver sweet dishes. Mr. L. S. Greenhill, silver cocktail shaker. Mr. J. Hooper, silver ash trays and match holder. Mr. J. H. Ramsey, silver pepper pots. Mr. C. A. Coburn, silver ash trays. Mr. E. W. Hamilton, silver sweet dish. Officers H.K.S. R.G.A., silver flower vases.

(4) Capt. G. H. Brown, silver flower stand. Dr. Valentine, silver flower vases. Miss Gilling, travelling case. Mrs. Taylor, serviettes. Dr. Keyte, silver photograph frame. Dr. and Mrs. Jordan, glass and silver scent bottle. Mrs. J. Henderson, embroidered tea cloth. Misses Mallet and Graham, silver photo. frame. Dr. and Mrs. Egle, silver tea spoons. Dr. and Mrs. Digby, silver sweet dish. Comdr. and Mrs. Jenkins, trinket box. (Japanese).

Mr. G. M. Young, silver photo. frame. Mrs. F. Vining, lace table centre. Mr. and Mrs. D. Clark, silver pin box. Hon. Mr. Lau Chai-pak, silver sweet dishes (pair). Hon. Mr. Ho Fook, pair silver flower vases. Hon. Mr. and Mrs. W. Chatham, silver cake basket. Hon. Mr. and Mrs. Wolfe, embroidered tea cloth. Miss M. Sloan, silver cruet set. Sir Robert and Lady Ho Tung, silver and crystal butter dish and knife. Col. and Mrs. Deacombe, silver sweet dishes. Mr. and Mrs. F. Smyth, silver spoon. Mrs. Winslow, tea cloth and serviettes (embroidered).

Mrs. Thurnfield, antique tray. Mr. A. B. Raworth, silver calendar. Dr. and Mrs. To, silk sunshade. Mrs. Baker, silver sweet dishes. Mr. Redmond, silver sweet dishes. Miss Watson, tray cloth. Mr. and Mrs. Cable, silver flower vases. Dr. and Mrs. Thomas, silver flower vases. Mrs. Newcombe, silver calendar. Mr. MacAlain, silver sweet dishes. Lieut. Hale, silver inkstand. Mr. Little, silver flower vase. Mr. Brameld, embroidered silk scarf. Mr. Coppin, silver tea caddy. Miss Hawkins, silver tea strainer. Mrs. Farmer, silver cocktail forks. Hon. Mr. Stubb, silver photo. frame. Mr. Brayfield, silver salt cellars. Miss Tunley, gold and jade pendant. Miss Copstake, linen table centre. Miss Chetley, traycloth. Mrs. Jeffreys, silver tea spoons. Mr. T. C. Johnson, cut glass and silver scent bottles.

Mr. W. A. Dowley, Mr. L. E. S. Holde, Mr. R. Humphrey, silver jewell box and silver cigarette case. Mr. Franklin, silver pepper pots. Mr. Melbourne, silver calendar. Mr. J. MacDonald, silver sweet dishes in case (4). Capt. Monteith and Archer, 2 embroidered tea cloths. Mr. Dick, silver cigarette case. Mr. Phillips, silver sweet dishes. Miss Cooper, embroidered tea cloth. Miss McBean, blackwood opium stool. Mr. and Mrs. Pinnell, silver sweet dishes.

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ETC., ETC.

STYLE AND FIT EXCLUSIVE.

NEW ADVERTISEMENTS

APPOINTMENT.

WE have This Day appointed Mr. J. A. GUTIERREZ to act as MANAGER of our Export Department.

YOUNG & TYLLE,
No. 6, Des Vaux Road,
Hongkong, May 10th, 1920. [801]

TO LET.

THREE-ROOMED FLAT on Shamenee Canton, Apply—
Box No. A493. 886

HONGKONG LAWN BOWLS ASSOCIATION.

AT the ANNUAL MEETING of above, held at Police Club on FRIDAY, 7th inst., the following were elected as Office bearers for the current year.

PRESIDENT: Mr. Geo. Gerrard, Kowloon Cricket Club.
HON. SECRETARY & TREASURER: Mr. D. Gow, Kowloon Bowling Green Club.
COMMITTEE: Messrs. Muir & Lapaley (Kowloon), Muirhead & McLachlan (Taikeo), Stanley & Sara (Civil Service), Grant & Kent (Police).

The following was the result of the draw for the opening matches in the League Competition to be played on MAY 9TH.

Civil Service a bye.
Police v. Kowloon Cricket Club.
Taikeo v. Kowloon Cricket Club.

It was decided to resuscitate the Open Singles Championship of the Colony, particulars of which will be issued to the various Clubs at an early date. 897

HONGKONG HORTICULTURAL SOCIETY.

THE ANNUAL GENERAL MEETING of the Members of the above Society will be held on TUESDAY, May 11TH, at 5.15 P.M. in Messrs. JARDINE, MATHESON & Co.'s Board Room.

AGENDA:—
To receive and pass the Committee's Report and Statement of Accounts.
Election of Officers and new Committee for the ensuing year.

H. R. L. DOWRIGGIN,
Hon. Secretary.
Hongkong, May 8th, 1920. 898

G. R. GOVERNMENT BILLS, ETC.

TENDERS for SPECIE current in SHANGHAI up to and for the sum of \$500,000 current in Shanghai will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11.30 A.M. on May 11th, 1920.

The amount accepted is to be placed by the tenderer to the credit of an account with the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, so as to be available on May 11th, 1920.

Persons tendering to state alternatively—
(a) The amount of Hongkong currency payable in Hongkong on May 11th, 1920, required for each \$1,000 Shanghai currency and/or
(b) The amount of Dollars current in Shanghai per \$100 for Telegraphic Transfer on the London Commissioners of H.M. Treasury, London.

The tenders to be in duplicate, and in sealed covers addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and enclosed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the tenders is reserved.
Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Act of 1914, Cap. 45 and 41, George III, Cap. 62, the acceptance of any such Tender is subject to the acceptance of any such Tender as a member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

Any further information can be obtained by persons applying to the TREASURY CHEST OFFICER, A.P.D.

A. DELACOMBE, Lieut.-Col.,
Treasury Chest Officer, A.P.D.,
His Majesty's Treasury Office,
Hongkong, May 10th, 1920. [899]

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

FROM SCANDINAVIA.

THE Motorship "PERU" having arrived from the above ports on the 8th May, 1920, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the warehouse and/or extra warehouse Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence and/or from the warehouse delivery may be obtained.

Goods not cleared by May 15th, 1920, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on May 14th, 1920, at 10 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No P.W. License will be issued by us in any case where the above conditions are not complied with.

Bills of Lading will be counter-signed by Messrs. THOMSON & Co., Agents.
Hongkong, May 8th, 1920. 890

INTIMATIONS

NOTICE.

MR. J. A. GUTIERREZ is no longer in our employment and we will not be responsible for any transaction entered into by him. We also beg to notify the public that we have never been connected with Messrs. J. A. GUTIERREZ & CO., HIN FAT & COMPANY.
Hongkong, May 7th, 1920. 884

KOWLOON-CANTON RAILWAY. (BATTERS SECTION).

THE PUBLIC is notified that the TRAINS advertised to leave Kowloon at 2.30 P.M. and Shum Chun at 8.04 P.M. on WEDNESDAYS and SATURDAYS are liable to be CANCELLED in wet weather.
By Order,
H. P. WINSLOW,
Manager. 881

WANTED.

WANTED by Frenchman 25 years old, position in Commercial firm; has excellent knowledge of French, and fair knowledge of English.
Apply—
GEMINI,
151, bis Rue Paul Blanche,
Saligny. 887

WANTED.

ENGLISHMAN desires LESSONS in Japanese.
Reply to—
Box No. 565,
Care of "Daily Press" Office. 885

TO LET.

A FIVE-ROOMED HOUSE at PEAK, Fully Furnished, to be let from beginning of June for three months, rent \$20 per month.
Please apply—
P. O. Box No. 8. 876

TO LET.

A SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. 88

TO LET FURNISHED.

A VA HOUSE, May Road.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [888]

SALE BY TENDER OF H.M. TUGS "ST. SAMPSON" AND "POET LANGLAND."

TENDERS are invited for the purchase of the above named Vessels with Engines and Boilers and various auxiliary machinery on board.
Full particulars of these Vessels and Conditions of Sale may be obtained on application to the undersigned.
Permits to view these Vessels and forms of tender on application only to the undersigned.
A deposit of \$1,000 is required before forms of tender can be issued for either of these Vessels.

The Vessels will be on view at Hongkong from the 17th March to the 14th May, inclusive, between the hours of 10 A.M. and 4 P.M., and tenders must reach the Commodore's Office, Hongkong, not later than 12 Noon, on MONDAY, the 17th May.

PARTICULARS OF TUG ST. SAMPSON.
Length between perpendiculars 125' 0"
Breadth extreme 30' 8"
Depth (under side of 6" Bar Keel) 16' 7 1/2"
To Upper Deck 16' 7 1/2"
Tonnage according to British Rules, Gross 451.01 Tons.
Nominal Displacement 450 Tons.
At mean draft 13' 10"
Present mean draft 10' 8"
Built Where—Hongkong.
Built By whom—H.K. Wharves and Dock Co.

PARTICULARS OF TUG POET LANGLAND.
Length between perpendiculars 108' 0"
Breadth extreme 25' 11"
Depth in hold (Bar Keel to Upper Deck) 12' 6 1/2"
Nominal Displacement 450 Tons.
At mean draft 11' 3"
Present mean draft 10' 8"
Built Where—Hongkong.
Built By whom—Messrs. W. S. Bailey & Co.

Materials of Construction:—
Wood—Fittings in Cabins, &c.
Iron—General Fittings on deck, &c.
Steel—Hall, Bulkheads, &c.
Docks—Forecastle, Upper & Lower.

A single screw steel steamer of I.H.P. 1,500 fitted with internal electric lighting at 100 Volts.

Materials of Construction:—
Wood—Fittings in Cabins, &c.
Iron—General Fittings on deck, &c.
Steel—Hall, Bulkheads, &c.
Docks—Forecastle, Upper & Lower.

A single screw steel steamer of I.H.P. 750 fitted with internal electric lighting at 100 Volts.

H. Q. LOWE,
Naval Store Officer,
H.M. Dockyard, Hongkong. 872

INTIMATIONS

THE ROYAL HONGKONG GOLF CLUB.

THE ADJOURNED GENERAL MEETING of Members will be held in the CHAMBER of Commerce Room, CRTT HALL, TO-DAY (MONDAY), MAY 10TH, at 11.15 P.M. By Order of the Committee.
L. N. GREENHILL,
Hon. Secretary. 887

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, MAY 15TH, commencing at 3.30 P.M.
The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half Price.
The Committee invite the Ladies of Hongkong to be present.
Hongkong, May 7th, 1920. 886

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 47TH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 11th, 1920, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1919, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4th, 1920. 870

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 51ST ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, on FRIDAY, May 11th, 1920, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1919, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4th, 1920. 870

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 36TH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, May 11th, 1920, at 1.45 P.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1919, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4th, 1920. 889

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY GENERAL MEETING will be held at the Company Office, St. George's Buildings, on SATURDAY, May 22nd, 1920, at 11.30 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th February, 1920, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 21st May, 1920, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents. 871

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-NINTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Office of the undersigned on TUESDAY, May 25th, 1920, at 11.30 A.M.
The TRANSFER BOOKS of the Company will be CLOSED from the 11th May to the 15th May, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, May 3rd, 1920. 889

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads.
Tel. 2. 2. 2. Tel. 144444. Palace.

TWO Minutes from Ferry and Railway Station. This Hotel has just been completely renovated and refurbished is now up-to-date in every respect and under English Management.

Chinese under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
TERMS MODERATE.
Special Arrangements for Families on Application to—
J. H. O'KEEFE,
Proprietor. 877

INTIMATION

LAVENDER WATER.

The Old English

Perfume.

Ideal for summer.

Fragrant and

refreshing.

A. S. WATSON & CO.,

LIMITED.

THE HONGKONG DISPENSARY.

BIRTH.

EDMONDS.—At Government Civil Hospital, on May 7th, 1920, to Mr. and Mrs. W. H. EDMONDS, a daughter. [893]

DEATHS.

DA SILVA.—At his residence, No. 15, Bellvue Terrace, on May 9th, at 1.30 p.m., E. E. DA SILVA, of China Sugar Refining Co., Ltd., aged 74 years. Deeply regretted. (Shanghai, Canton and Macao papers, please copy.)
The funeral will pass the Monument to-day at 5.45 p.m. [902]

MARSH.—At Matilda Hospital, Hongkong, on May 8th, at 6 p.m., FRANK BYRNE, Master Mariner, aged 60 years, youngest son of the Rev. Peter Marsh, of Ballinacorney, Monaghan, Co. Ireland. (Home papers, please copy.)
The funeral will pass the Monument to-day at 6 p.m.

ACKNOWLEDGMENT.

Mr. and Mrs. A. F. ABICUCCI and family beg to tender their heartfelt thanks to those who sent wreaths and condolences in their recent sad bereavement and also to those who attended the funeral. [884]

HONGKONG OFFICE: 10A, DES VAUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 10TH, 1920.

TRADE MARK RIGHTS.

An interesting visitor recently in the Far East was Sir JOHN RANDELL, Chairman of the Commercial Committee of the British House of Commons, and ex-officio Honorary Chairman of the International Parliamentary Commercial Conference. Sir John came out to Japan at the special desire of the International Parliamentary Commercial Conference, apparently by way of acknowledging an invitation to hold a meeting of the Conference in Tokyo, which the general body of delegates found themselves unable to accept. The countries at present represented in this Conference are France, Great Britain, Greece, Japan, Italy, Portugal and Serbia. A special resolution of Congress appears to be necessary before the United States can join the alliance. Sir John was greatly interested in Japan, but he was not so overwhelmed by these countries as to prevent his ventilating some of the grievances which the British trader has against the Japanese. He publicly

intimated his intention of seeing while in Japan members of Parliament and also the directors of the Chambers of Commerce for the purpose of bringing before the Japanese people the necessity of respecting the trade marks of Great Britain in the Chinese market. Manchester manufacturers allege that Japanese merchants imitate British trade marks and sell Japanese goods, passing them off as British made. "There is no doubt," he said, "that the larger commercial interests will not tolerate such methods, but the smaller merchants are not so scrupulous, and the Manchester business men are anxious that the attention of the Japanese people should be drawn to this matter, and a solution be found whereby the merchants of the two countries will respect each other's trade marks." This is a long-standing grievance and one which formed the subject of a resolution at the first annual Conference of the British Chambers of Commerce in China held at Shanghai last autumn. That resolution urged His Majesty's Government to do all in its power to expedite the promulgation by the Chinese Government of a law to secure protection to all bona-fide trade-marks used in China against infringement, imitation or colourable imitation. Such infringements have been frequent in China by Japanese as well as Chinese merchants, and one grievance against the Japanese Government in this matter is that the law or practice of the country regards priority of registration in Japan as constituting a right of ownership, a claim which a speaker at the Conference rightly described as unfair to British trade-marks and chops which had been in existence for many years in China when Japan's trade with the country was negligible. We trust that Sir JOHN RANDELL succeeded in impressing those with whom he discussed the subject in Japan with an adequate sense of the unfairness of the practice. Meanwhile it will interest foreign merchants to learn from a judgment which has recently been given in a case in the Mixed Court at Shanghai that Chinese law does not leave them entirely without redress. It was a case relating to fraudulent labels on boxes of cotton yarn. Mr. GRANT JONES, the Assessor, in giving judgment said: "The facts again draw attention to the urgent necessity for the enactment of a measure imposing penal sanctions upon such infringements. The criminal law can, of course, now be invoked when a purchaser has been actually deceived by the fraud. But the imitation of a trademark or trade wrapper is not forgery at common law or under the Provisional Criminal Code, even when the trademark consists of a signature. Such an imitation when it has been intended to be and has been the means of inducing persons to part with their money, in the belief that they were buying one thing when in fact they were buying another, is sufficient to support a conviction on an indictment for obtaining money by false pretences. This affords sufficient protection to the innocent purchaser of goods falsely marked: the manufacturer who has suffered in his custom and in his reputation by piracy such as this is sorely in need of further protection from the legislature." We presume that the opinion of the Courts on such a subject is brought to the notice of the responsible Government authorities in Peking, who might also be reminded of the provision in the Treaty of 1902 whereby the Chinese Government undertook to afford protection to British trade marks used in China against infringement, imitation or colourable imitation by Chinese subjects.

The total output of the Italian Mining Administration's mines for the week ending April 24th amounted to 91,740 tons and the sales during the period to 74,370 tons.

With the Report and Statement of Accounts of the Hongkong Horticultural Society is issued a draft schedule of classes for the 1921 Show and an official list of flowering plants.

Fanning Lot No. 7 is to be sold by auction at the P.W.D. Offices on May 25th. It has an area of 330,175 square feet, the annual rent is \$378 and the upset price \$8,833.50.

Tenders are being invited by the Government for the construction of a reinforced concrete pier, 197ft. Sin. by 37ft. 4in. and relative minor works opposite Queen Victoria Street.

At an extraordinary general meeting of the Tientsin Golf Club held recently it was decided to purchase about two and a half mow of land, on which to erect a new club house, at a cost of about \$3,500.

Hongkong Observatory returns show that during April the average mean temperature was 69.3, the highest point being 82, on the 19th, and the lowest 59.5, on the 7th. There were 8.265 inches of rain and 78.6 hours of sunshine. The average humidity was 84.

The engagement is announced of Eileen, daughter of Captain and Mrs. F. Newcomb, Shanghai, and Robert Guy Shepley, Shepley, 3rd Dragon Guards (Adjutant), only son of R. Shepley-Shepley, Esq., of Trochuain, Balmacellan, Scotland, and Worthington, Hazelgem, Cheshire.

H.E. the Governor, under the powers conferred upon him by section 3 of the Treaty of Peace Order, 1919, Ordinance, 1920, and all other powers thereto him enabling, has established a Local Clearing Office in and for the Colony of Hongkong, and has appointed the Colonial Treasurer for the time being the Controller of the said Office for the purpose of the Treaty of Peace Order in Council.

The Tientsin British Volunteers were inspected recently by Colonel Morgan of the 18th Infantry. Colonel Morgan witnessed the performance of several evolutions, and after inspecting the ranks expressed his great appreciation of their smartness, and promised that he would do his utmost to get the Corps re-armed, and that he would report most favourably upon their efficiency to the Officer Commanding at Hongkong.

The Peking and Tientsin Times publishes the following information on the collapse of the Hatamen Gate, Peking, which fell on April 30th.—Late last evening a large portion of the tower of the Hatamen gate way and fell into the roadway on the south side of the wall. Some nine or ten tons of brick, timber and tiles fell, completely blocking the traffic. A person who was near the gate at the time informed me that luckily some of the tiles fell some time before the big fall occurred, thus giving warning to the police to stop traffic. He at once proceeded to the spot but could find no sign of anyone being hurt. Some of the native papers, however, state that four persons were killed, but confirmation of this is lacking. The superstitious feeling with which the Chinese are so strongly imbued has been aroused by the accident to the Hatamen tower. High and low alike take it as an omen that some great calamity is about to overtake China.

Dr. E. S. Tai, Ph.D., the Private Secretary of General Li Lieh Chun and Diplomatic Commissioner of the Military Government of Canton, invited the British and Chinese journalists in Hongkong to a dinner at the Tung Tung Hotel, West Point, on Saturday, May 8th, in proposing the toast of the League of Nations, referred to the League of Nations, and the hope it held out for China.—Mr. A. P. P. of the South China Morning Post, responded on behalf of the British journalists present and expressed the hope that the meeting would be the forerunners of others. Appropriately enough the dinner was served in Chinese style. After the dinner, Dr. Tai proposed the toast of "Great Britain," emphasizing the need of good relationship between Great Britain and China. Mr. J. O. Roome, of the Daily Press, responded with the toast of "The Chinese Republic," and while agreeing with Dr. Tai on the necessity of maintaining the good relations existing between the British people and the Chinese, laid stress upon the removal of suspicion from the minds of the Chinese as to British motives as the surest way of improving good feeling among the two peoples.

H.M.S. Curlew, returned to Hongkong yesterday after a stay in Vladivostok.

The name of Dr. Paul Rees Daugherty has been added to the Dental Register.

The Chinese, charged with murdering Warder J. L. Speed at Victoria Gaol in November last, has been committed for trial.

The King's Exequatur, empowering Mr. Arne Schou-Borenson to act as Norwegian Consul in Hongkong has received His Majesty's signature.

Mr. C. A. Hooper has been appointed to be a member of the Medical Board, vice Mr. H. J. Gedge resigned, for a term of three years, with effect from May 6th, 1920.

With a view to making arrangements for the purchase of the Wagon Hotel at Peking, Mr. Edward T. Evans, Managing Director of the Shanghai Hotels, Ltd., which when completed will be the largest hotel in the Far East is visiting Peking accompanied by Mr. E. Burrows, Secretary to the Shanghai Hotels, Ltd.

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CAPTURE OF ODESSA: LENIN AND TROTSKY ISSUE FRANTIC APPEALS.

OIL IN MESOPOTAMIA: FINANCIERS OPPOSE GOVERNMENT SCHEME.

DUSSELDORF DISORDERS: REICHSWERH ROUT REDS.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

PEACE WITH SOVIETS.

LORD CURZON'S SUGGESTION ACCEPTED.

LONDON, May 7th.
A Moscow wireless message says that M. Tchitcherine has agreed to the proposal of Lord Curzon to negotiate with General Wrangel and British officers for the purpose of ending hostilities in the Crimea, also to take into consideration British interests in the Caucasus.

The Soviet Government has offered immediately to negotiate peace with the Caucasian States.

RED ADMISSION.

LONDON, May 8th.
The Reds admit that they have fallen back on new positions immediately to the west of Kiev. Meanwhile, the Poles are pressing their attacks from the west, south-west and north. The Ukrainians point out that they have no intention of abandoning their independence or becoming a subject state of Poland.

LENIN AND TROTSKY ISSUE PROCLAMATION.

LONDON, May 7th.
The Polish offensive forestalled a great Red offensive against Lemberg. It has transpired that the Reds had concentrated for it fifty divisions with huge English munitions captured from Koltchak and Denikin which are now in the possession of the Poles.

There is still no confirmation officially of the fall of Lemberg, but well-informed persons believe that it has been captured on its merely awaiting Ukrainian forces with a view to joint occupation.

CAPTURE OF ODESSA.

PARIS, May 7th.
A message from Lemberg says Ukrainians, assisted by Rumanian artillery, have captured Odessa from the Bolsheviks.

THE PRINCE OF WALES.

VISIT TO PARLIAMENT HOUSE.

WELLINGTON, May 6th.
The Prince of Wales on Thursday proceeded through widely enthusiastic crowds to Parliament House where he was welcomed by a distinguished gathering, headed by the Governor-General and the Premier.

The Prince, responding to an eloquent welcome by Rt. Hon. W. F. Massey, glowingly referred to the services of New Zealanders in the war, and added that industrial unrest was natural but only the result would be good if they adhered to the British traditions of steadiness, fairness and common sense.

NO NATIONALISATION.

DANGER OF STAMPING OUT INDIVIDUALISM.

LONDON, May 7th.
Speaking at a Primrose League meeting at Albert Hall, Mr. Bonar Law declared that the question whether industry should be carried on by private enterprise or nationalisation must be fought out. The Cabinet was determined not to compromise on the subject. The prosperity of Great Britain was based on individual initiative and effort. The hope of equality was an impossible dream. Any nation attempting to prevent full scope to individuality and ability will be ruined.

GERMANY AND THE TREATY DISBANDMENT OF AIR SERVICES.

BRUSSELS, May 7th.
It is semi-officially stated that the German military air services will be disbanded to-day in accordance with the Peace Treaty.

The *Taegische Rundschau* states that the Entente Commission intends to destroy all the aerodromes and flying establishments, leaving only one hangar and one aeroplane factory, which will be used for an international air service.

SPA CONFERENCE.

GERMAN GOVERNMENT AGREES TO MEET SUPREME COUNCIL.

LONDON, May 6th.
Reuter learns that the German Government has accepted the proposal to meet the Supreme Council at Spa.

GERMAN MILITARY STRENGTH.

LONDON, May 6th.
The French Ministry of War states that the German military effectives exceed 644,000.

This is interesting, because the effective disarmament of Germany is one of the principal subjects for discussion at Spa. Comparatively, the strength of the British Army is 525,000 (exclusive of India), of the French 700,000, and of the United States army 318,000.

It is reliably understood that Germany intends asking France to postpone the Spa conference from May 25th until after the Reichstag elections fixed for June 10th.

FIGHTING NEAR DUSSELDORF BETWEEN REDS AND REICHSWERH.

BRUSSELS, May 7th.

A message from Frankfurt reports fighting close to Dusseldorf between the Reichswehr and the Reds. The latter were driven back and left ten dead. A detachment pursued them and they took refuge in the British zone.

TURKISH PEACE DELEGATION ARRIVAL AT VERSAILLES.

PARIS, May 6th.
The Turkish Peace Delegation has arrived at Versailles and has been lodged in the former quarters of the German Delegation at the Hotel Reservoir.

The delegation consists of Tewfik Pasha, the President, Reschid Bey, Faheddin Bey, Djemil Pasha and General Mahmud Muktar.

MR. LLOYD GEORGE GOES TO THE SEASIDE.

LONDON, May 6th.
Mr. Lloyd George is very much better and has gone to the seaside for a few days to recuperate.

FRENCH STRIKE MENACE.

PARIS, May 6th.

The strike situation has not materially changed.

MEXICO.

FLIGHT OF PRESIDENT CARRANZA.

LONDON, May 7th.
The newspapers at Washington state that President Carranza has fled from Mexico City to Vera Cruz in consequence of the widespread revolution.

BOXING.

NEW MIDDLEWEIGHT CHAMPION.

BOSTON, May 7th.
Johney Wilson has won the world's middleweight boxing championship. He was awarded the decision over Mike O'Dowd after a twelve round contest.

AMERICAN MERCHANT SHIPPING.

GOVERNMENT OWNERSHIP NOT FAVOURABLE.

WASHINGTON, May 4th.
The Senate Commerce Committee's substitute report on the House of Representatives' merchant marine bill opposes permanent Government ownership of American merchantmen, which it says is less thinkable than Government ownership of the railways and should not be considered, except as a last resort.

The report on the other hand, does not favour the disposal of Government-owned vessels at bargain prices in order to get them into private hands.

ANTI-OPIMUM LEGISLATION.

DETAILS OF THE NEW BILL.

LONDON, May 6th.
The new Opium Bill prohibits the importation or exportation of raw opium except under licence through approved ports. It prohibits the importation and exportation of prepared opium, and penalises the manufacture, sale, possession and use thereof. It prohibits importation or exportation (except under licence) of medicinal opium, morphine, cocaine, and heroin, the penalty being a fine not exceeding £200 or imprisonment not exceeding six months.

LATEST CABLES.

THE BURDEN OF THE WAR. THE CHANCELLOR OF THE EXCHEQUER EXPLAINS.

LONDON, May 7th.

Mr. Austen Chamberlain has written to the Federation of British Industries explaining that the proposed 7s. 8d. flat rate, mentioned last night, would apply to a business now paying the Excess Profits Duty. But if it were extended to all other businesses not paying duty because not making excess profits the required flat rate would be 5s. 6d. He is of opinion that a flat rate tax at either rate would have been regarded impossible.

EARLIER CABLES.

INTERESTING COMPARISON OF TAXATION FIGURES.

LONDON, May 6th.

In the House of Commons, Mr. L. Lytle asked for the figures of the per capita percentage of direct taxation, between April, 1914, and April, 1920.

The Chancellor gave the following approximate figures, converted at par:—

In Great Britain, the average amount of direct taxes per head in 1914 was 31s. 6d. and in 1920 30s.

In France, in December, 1913, the direct taxes per head amounted to 13s. 6d. and in December, 1919, to 47s. 6d.

In Italy, in June, 1914, the direct taxes per head amounted to 12s. 6d. and in June, 1919, to 43s. 3d.

In the United States, in June, 1914, the direct taxes amounted to 3s. 6d. and in June, 1919, to 108s.

Under the Budget of 1920-1 the British figure would be 57s.

Mr. Chamberlain declared that he gave the figures reservedly, and he would not be responsible for the inferences to be drawn from them.

TRYING TO MAKE TAXES PAYABLE.

LONDON, May 6th.

At a meeting of the Federation of British Industries, the chairman (Mr. Uthlyd) reported the outcome of the joint deputation with the Association of Chambers of Commerce to Mr. Chamberlain, protesting against the sixty per cent. excess profits tax. He said the Chancellor was determined to make the greatest inroads possible upon the country's indebtedness during the anticipated period of prosperity. The Chancellor had submitted alternative proposals, namely, the retention of the sixty per cent. excess profits tax; secondly, a flat rate tax of ninety pence in the pound on profits to produce an equal amount; thirdly, a levy on war wealth. The last-named was apparently additional to some levy on excess profits.

The meeting, after discussion, referred the matter to the Federation's taxation committee, which later recommended the Federation further to consider the point in view of the unexpectedly high flat rate proposed.

NEW CORPORATION PROFITS TAX.

FINANCE BILL ISSUED.

LONDON, May 7th.

The method of levying the new corporation profits five per cent. tax is explained in a Finance Bill which has been issued.

The Bill shows that where profits are arising in the accounting period of twelve months no tax is chargeable on the first five hundred. A proportionate allowance is made in respect of a shorter accounting period. Profits must be actual profits for the accounting period. Deductions are allowed in respect of interest on money borrowed for a company's purposes, but are not allowed in respect of any operation which has artificially reduced the amount taken as profits of the company.

The corporation tax, in the case of mutual trading concerns, includes surplus from transactions with members. In a case of a life assurance company, the profits allocated to policy holders must be apportioned between the profits of the company directly liable to assessment to tax and profits not liable, and deduction will be allowed of the amount apportioned to liable profits. Fines not exceeding £100, furthermore of £10 daily, after conviction, during the period of non-compliance, are impossible in cases where the required information is not furnished to the Revenue Commissioners. Any company entering a fictitious transaction for the purpose of avoiding the tax is liable to a fine not exceeding £500.

U.S.A. RAILWAYS DEFICITS MADE GOOD.

WASHINGTON, May 6th.

Congress has adopted, in conference, reports appropriating three hundred million dollars to cover the deficits of the railroad administration.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

AERIAL POSTAL SERVICE IN CHINA INAUGURATED.

MAILS AND PASSENGERS.

PEKING, May 8th.
Yesterday the aerial postal service between Peking and Tientsin was inaugurated by a Handley-Page aeroplane carrying mails and passengers. The passengers included Mr. Alston, H.B.M.'s Minister. The journey occupied an hour each way.

"THE DAY OF NATIONAL HUMILIATION."

PEKING, May 8th.

The "Day of National Humiliation" passed off quietly without a demonstration. Meetings were held at the University.

SICK LEAVE FOR INSPECTOR- GENERAL OF CUSTOMS.

PEKING, May 8th.

Sir Francis Aglen, Inspector-General of Customs, departs on Sunday for Home on sick leave. Mr. Bowra assumes charge.

THE PREMIER.

PEKING, May 8th.

The report that the Premier has resigned was discredited by his attendance at a meeting of the Cabinet this morning.

[THROUGH REUTER'S AGENCY.]

SINGAPORE BARRISTER KILLED.

LONDON, May 4th.

Mr. W. C. Niblett, a retired barrister from Singapore, has been killed in a motor bus accident.

FINANCIAL CRASH IN JAPAN.

OSAKA, May 6th.

Owing to the financial crisis, leading wholesale dealers in cotton and silk piece goods are reducing their prices by fifty per cent. Weaving firms are suspending work in order to curtail production and prevent a further fall of prices. A few weaving firms have permanently closed down. If the crisis be followed by a protracted depression, Japan must face for the first time serious unemployment, which must aggravate the labour unrest.

UNREST IN IRELAND.

AMERICAN METHODISTS OPPOSE REPUBLIC.

NEW YORK, May 8th.

A conference of Methodists passed resolutions urging the defeat of any action by Congress aiming at the recognition of Ireland as a separate Republic and opposing all such efforts to induce the United States Government to engage in unwarranted interference with the domestic affairs of Great Britain.

WHAT THE EMPIRE CAN NEVER CONCEDE.

LONDON, May 6th.

In the House of Lords, in a debate on the situation in Ireland, the Lord Chancellor expressed the opinion that it would be fruitless to call another Irish convention in view of Sinn Fein extremist views. We would be as well advised to face the situation with the knowledge that a body of desperate, well-organised and able men are banded to challenge British strength, without shrinking at any means in order to attain so-called self-determination. Sinn Fein disdained every concession and staked all on obtaining from the Empire what the latter could never concede. Every motive which led the United States to resist the secession of the Southern States operated more strongly in Great Britain. No nation, and much less any section of a people, ever found it wise to despise the Empire's strength and determination. Did anyone think we were going to surrender to a section after resisting German might?

OBITUARY.

BRIGADIER-GENERAL CHAMBER.

LONDON, May 6th.

The death is announced of Brigadier-General, G. D. Chamber, Inspector G.B.A., and of Coast Defences in India. He served with distinction in the Boer War.

AN AMERICAN "BLUEBEARD"

MARRIED OVER FIFTEEN WOMEN.

DETROIT, May 7th.

A man named Watson, the so-called American "Bluebeard," is being tried for the murder of his last wife. He admits that he married over fifteen women. He murdered two or more and witnessed "fatal accidents" to others.

STEAMER LAUNCHED AT TAKOO DOCKYARD.

LADY STUBBS CHRISTENS THE "SZECHUEN."

THE TAIKOO DOCKYARD WAS THE SCENE OF considerable animation on Saturday morning, when the *Szechuen*, of 2,600 tons capacity built to the order of the China Navigation Company, was successfully launched, the sponsor being Lady Stubbs, wife of the Governor. The ceremony was timed to commence at 11.30 a.m. but long before the appointed hour, launches, placed at the disposal of guests by the company, conveyed a large gathering of spectators to the specially constructed platform which was suitably bedecked for the occasion. Among those present were H.R. the Governor and Lady Stubbs, who were attended by Capt. Warner, Private Secretary, Colonel J. R. Young, R.E., Mr. G. M. Young, Mr. G. M. Dodwell, Mr. C. H. P. Hay, Mr. R. O. Hutchison, Capt. Arthur, Mr. K. E. Greig, and Mr. J. Macdonald (Acting Manager of the Dockyard).

When the signal for releasing the vessel from the slipway had been given Lady Stubbs broke a bottle of champagne against her bows and the vessel slid gracefully into the sea, amidst the hurrahs of the crowd, the tooting of sirens and the firing of crackers.

The company then adjourned to one of the buildings where the customary toasts were proposed.

Mr. G. M. Young said: Your Excellency, ladies, and gentlemen, we have been much gratified at having Lady Stubbs perform the ceremony of naming the *Szechuen*. I understand this is the first launch of the China Navigation Company in Hongkong, and as the vessel is to run on the coast between this port and Shanghai, I hope that Lady Stubbs will not only keep a kindly eye on the vessel, but also, if occasion offers, travel by her. This vessel, the fourth of the China Navigation Co.'s well-known "S" class to be built at the Taikoo Dockyard, is 320 feet long over-all, 41 feet beam and 24 feet 9 inches moulded depth, with a gross tonnage of 2,600 tons. She has a top galss forecastle, bridge and poop decks, and her scantlings have been approved by the British Corporation entitling her to that Classification Society.

The fourth vessel of her class many improvements have been adopted on her that owners have found could be advantageous to the trade she will be engaged in. For the foreign passenger more deck space is available, and the first-class Chinese accommodation will be second to none on the coast. The comfort of officers and engineers has also been improved, the largest sized rooms available being arranged, each with fan and skylight overhead. The Captain's room has also been improved over that in the earlier vessels, adjacent to his cabin, being fitted with a bath-room and lavatory, being fitted with a double bottom all over and at the midship tanks being also arranged to carry oil fuel. Four lifeboats and two cutters provide ample accommodation for passengers and crew. Four large cargo hatches have been fitted, with double derricks and winches for expeditious handling of cargo. Electric light is installed throughout. The machinery consists of one set of triple-expansion, surface condensing engines, having cylinders 22 inches, 35 inches and 56 inches in diameter with a stroke of 30 inches, superheated steam being supplied from one large oil burning multitubular boiler. Engines and boiler have been constructed at the Taikoo Dockyard.

Speaking for the China Navigation Co. I have great pleasure in testifying to the satisfactory work completed by the Taikoo Dockyard, and speaking for the Dockyard they are very satisfied to have the building entrusted to them. Harmony such as this should produce satisfactory results in the case of the *Szechuen* especially when followed by such good luck as having Lady Stubbs to launch her. I now have the honour of thanking Lady Stubbs for her kindness in launching the vessel and ask you to drink to the success of the *Szechuen*. (Applause.)

The toast was enthusiastically received. Lady Stubbs said: I feel it is a very great honour conferred on me to have been asked to-day to launch this vessel. It is not only the first ship I have launched but it is the first ship I have seen launched and it has given me immense satisfaction and has interested me very much. She has sailed beautifully and I hope she will continue to do so. I wish her good luck and good luck to all always like a great interest in the *Szechuen* whenever she comes here. I am very pleased also to have had the opportunity of seeing the docks of which I have heard so much and which are world-famous. I hope that one day I will be allowed to pay it a visit to learn a little more about it. I thank you very much once again for the kindness and honour done me in asking me to come here to launch the vessel and for all your kindness and hospitality. (Applause.)

Mr. Young then proposed a toast to the *Szechuen* and called for three cheers for her. (Applause.)

Mr. K. E. Greig, the acting manager, said: I thank you very much for coming here to witness this launching. I am sure it is a pleasure to see a ship so gracefully launched, and it is a great honour to see so many people coming all the way from Hongkong to see our ships launched. I hope it will not be very long before we have another one in the water, and if we can get an equally graceful lady to launch her, I hope we will have an equally fine success in the launching. I thank you very much for your presence. (Applause.)

H.R. the Governor proposed the toast of the Dockyard and staff and wished them all success. The toast was heartily received and the function then terminated.

NOTICES TO CONSIGNEES

KONINKLIJKE PAKETVAART
MAATSCHAPPIJ.
NOTICE TO CONSIGNEES.
FROM SINGAPORE, PENANG AND
RELAWAN DELL.

THE Steamship

"VAN WAERWYCK"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 5th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th May, 1920, or they will not be recognised.

All Broken, chafed and damaged packages are to be left in the Godown, where they will be examined on May 15th, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the Underwriter in any case whatever.

Bills of Lading will be countersigned by JAVACHINA-JAPAN LINE, Agents.

Hongkong, May 8th, 1920. [883]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

CONSIGNEES per Company's Steamer
"EURYADES"

are hereby notified that the Cargo will be discharged into Hols's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after May 7th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesday and Friday between the hours of 10.45 A.M. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th May, or they will not be recognised.

No Fire Insurance will be effected by BUTTERFIELD & SWIRE, Agents.

Hongkong, May 7th, 1920. [892]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Siam, American, Continental, and South African Ports.

THE Homeward Mail Steamer "DUNDEE" carrying His Majesty's Mail, will be despatched from this port about May 12th, 1920, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Bill and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer, proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—
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AMERICAN AND MANCHURIAN
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NOTICE TO CONSIGNEES

FROM NEW YORK

THE Steamship

"KAZEMBE"

having arrived, Consignees of Cargo are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hols's Wharf, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after 5th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th May, 1920, or they will not be recognised.

All Broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday or Friday between the hours of 10.45 A.M. and Noon within the free storage period.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, April 29th, 1920. [834]

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM MIDDLESEX, LONDON & STRAITS.

The Steamship "BENDORAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 11th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 4th, 1920. [877]

S.S. "LIEUTENANT DE LA TOUR"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON & ANTWERP in connection with above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after the 13th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th inst., or they will not be recognised.

All damaged packages will be examined by Messrs. Goddard & Douglas on Thursday, the 13th inst., at 10 A.M.

No Fire Insurance has been effected. R. RODENFUESS, Acting Agent.

Hongkong, May 7th, 1920. [890]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM KORE AND MOUL

THE Steamship

"YATSHING"

having arrived from the above ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

Goods not cleared by May 13th, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, May 7th, 1920. [891]

DAIRY FARM NEWS

COLD STORAGE.

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78

FAR EASTERN NEWS.

[ASIAN NEWS AGENCY.]

NEW WHARF AT LUNGKOW.

TSINAN, April 27th.
General Tiao Chung-yu, Military Governor of Shantung, has returned from Peking. The suggestion of General Tiao that all superfluous soldiers who have been disbanded from the Provincial Army should be converted into police for the various districts of this province has been accepted by the Peking Government, so that he is going to put this into effect as soon as possible. Men above fifty years of age will be disbanded with two months' wages.

In a special conference, the students passed a resolution that unless the Peking Government accept the demands of the Students' Association in Shanghai concerning the cancellation of Sino-Japanese secret agreements and the rejection of the Japanese Note with regard to Kiaochow, the students of Tsinan and other cities will join in the "general strike" of the Shanghai students within seven days. This decision has been wired to the Ministry of Education. This action of the students is being supported by the majority of the members of the Provincial Assembly and a certain portion of the Chinese merchants, so that it is believed that when the time arrives for action, the students may count upon the actual support of the commercial classes in this city.

The cement wharf of Lungkow which has been in construction by Messrs. Anderson, Meyers & Company of Tientsin has been completed, and it has been handed over to the Chinese owners.

It is reported that in the same way as Chinwangtao, a sub-customs station will be built at Lungkow to be placed under the control of the Maritime Customs at Chefoo shortly.

ATAMAN SEMENOFF REGAINS POWER.

HARBIN, April 28th.

The Fuji regiment of the Imperial Japanese Army in Siberia has arrived in Chita after fighting a series of "battles" with the Bolsheviks who have now been driven out of the trans-Baikalia region by the combined Cossack-Japanese forces. On account of Japanese support, the trans-Baikalia district is firmly and entirely in the hands of Ataman Semenov. Those officers who recently deserted Semenov and came to Harbin, on the fall of the Omak Government, are returning to Chita to join the Cossack chief again. At the present moment, the power of Semenov is in the ascendancy.

It is reported among a section of the Russians that in case Semenov fails to establish his "Government" at Chita, he will be nominated to the post of "Viceroy of the Russian Far East" by his Japanese "friends." On account of the attitude of the Japanese, the Provisional Government in Vladivostok and the "Reds" have given up their proposed military campaigns against Semenov, at least, for the moment.

CHINESE PROFESSOR TO LECTURE IN EUROPE.

SHANGHAI, April 29th.

Dr. Song Chun-fang, Professor of the Taichang College (not the Peking Government University) left here yesterday for Hongkong where he will take steamer for London and Paris at the expense of the Peking Government as he is going to lecture in European countries.

THE SHANTUNG AFFAIR.

PEKING, April 29th.

It is reported that the Chinese Government has informally informed the Japanese Legation that in view of popular feeling Peking is unable to definitely define China's official attitude or to give a definite reply to Japan's Note concerning direct negotiation between China and Japan for the settlement of the Shantung affair. On the other hand, the demand of the students and others for the rejection of Japan's Note has been shelved by the Government.

PROSPECTS OF THE CONSORTIUM.

PEKING, April 29th.

According to a private cablegram from New York of April 23rd, Mr. Lamont reports to the Morgan Syndicate that the Chinese Government is willing to pledge the land taxes for the flotation of a re-organization loan of between two and three hundred million dollars, but this cannot be done until after the reunification of the North and the South of China when political stability has been re-established throughout the Chinese Republic.

With regard to the existing Chinese financial situation, the report of Mr. Lamont's report is certainly not encouraging, because he says that in view of the disorganized and chaotic condition of the Chinese national finance and the predominance of the Chinese militarists, without strict foreign supervision, no investment will benefit the Chinese people at the moment. The American financiers have no intention to make any big investments in China until the return of Mr. Lamont from the Far East and the failure or success of the formation of the proposed new Consortium depends upon his reports. Mr. Lamont has been instructed to visit Japan again on his way back to the United States from China.

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[880]

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There's only one happy way to get rid of any corn or callus, and that is to use "Geta-It" easily, safely, and quickly. "Geta-It" is the only corn remedy in the world that does it

12 drops of "Geta-It"—Corn is loosened—that way—effectively, thoroughly. Why get down on the floor, tie your hair up into a knot, and have to labor with "troublesome" plaster, greasy ointments that rub off sticky tape, and knives and scissors, when you can peel off your corn or callus in one complete piece, painlessly and surely, with magic simple, easy "Geta-It." It takes 2 or 3 seconds to apply "Geta-It"; you use 2 or 3 drops, and that is all. "Geta-It" does the rest. Get rid of that corn-pain at once, so that you can work and play without corn torture. Be sure to use "Geta-It," it never fails.

"Geta-It," the guaranteed money-back corn-remover, the only sure way, costs but a trifle at all chemists and stores. Ask for "Geta-It" at Co., Chicago, U. S. A.

Obtainable from
All Chemists and
Stores or
Messrs. J. W. & P. (Sole Agents),
170, Prince's
Edg., Hongkong.

THE NEW PRINCIPAL REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

For full particulars apply to the Secretary, THE DAIRY FARM & ICE COLD STORAGE CO., LTD.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI ... "HOPKINS" ... Wed. 13th May, 11th Light.
SHANGHAI ... "OHIOYANG" ... Thurs. 13th May, 11th Light.
TIENSIN ... "OHIOYANG" ... Thurs. 13th May, 11th Light.
STRAITS & CALCUTTA ... "CHAKSANG" ... Thurs. 13th May, 3 p.m.
MANILA ... "LOONGSANG" ... Fri. 14th May, 3 p.m.
KORR ... "LAISANG" ... Sun. 16th May, 5 p.m.
SANDAKAN ... "HINSANG" ... Thurs. 27th May, Noon

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all northern and Yangtze ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

SOERABO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Sandakan, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Shanghai and Chong.

CALCUTTA LINE.

S.S. "CHAKSANG"

will be despatched on or about May 13th, respectively for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

TELEPHONE NO. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Due Hongkong
"CARMARTHENSHIRE" ... 18th May

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges
"GLENADE" ... 29th May ... GENOA, LONDON & ANTWERP.
"PROFESSOR" ... 29th May ... LONDON.

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,
AGENTS: The Glen Line, Ltd.;
The Royal Mail Steam Packet Co.;
Owners of "Shire" Line.

Tel. No. 215, sub. ex. 22.

Cable Address

Kawakisen, Kobe. Telephone: Sansomly
Bentley's, A.B.C. 6th Ed. 2444, 432.

and Scott's Codes.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWAKI.
Vice-President: Mr. K. MATSUOKA.
Managing Director: Mr. MATSUYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—
Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA,
No. 8, Bunko, Kobe.

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SHIPPING NEWS

ARRIVALS.

May 7th.
Bourbon, French str., 997 tons, Capt. Harcade, from Saigon, with a cargo of rice.—Thai Thuan.
Delight, American str., 3,895 tons, Capt. Pearson, from Seattle, with a general cargo.—Waterhouse & Co.
Hop Sang, British str., 1,359 tons, Capt. Ferguson, from Shanghai and Swatow, with a general cargo.—D. L. & Co.
Wan Wan, Portuguese str., 235 tons, Capt. Costa, from Hoihow, with a general cargo.—Tai Fung.
 May 8th.
Misawa Maru, Japanese str., 720 tons, Capt. Nara, from Tamsui, with a cargo of coal.—Kimura.
Fukui Maru, Japanese str., 3,895 tons, Capt. Tsuru, from Bombay, with a general cargo.—N.Y.K.
Waichang, British str., 1,267 tons, Capt. Stewart, from Swatow, with a general cargo.—D. L. & Co.
Hoiping, Portuguese str., 493 tons, Capt. J. Noqueira, from Kwong Chow Wan, with a general cargo.—Wing Lee.
Kanchu, British str., 1,222 tons, Capt. Cowan, from Bangkok, with a general cargo.—B. & S.
Kwongshah, Chinese str., 1,538 tons, Capt. Stewart, from Canton, with a general cargo.—C.M.S.N. Co.
Shunshing, Chinese str., 297 tons, Capt. de Souza, from Kwong Chow Wan, with a general cargo.—Po On & Co.
Yachin Maru, Japanese str., 784 tons, Capt. Yoshida, from Canton, in ballast.—Doddwell & Co.
 May 9th.
Chipsing, British str., 1,199 tons, Capt. Matthews, from Tientsin, with a general cargo.—J. M. & Co.
Delap Maru, Japanese str., 7,143 tons, Capt. Saito, from Singapore, with a general cargo.—N. Y. K.
Kwong Lee, Chinese str., 1,468 tons, Capt. Sangster, from Shanghai, with a general cargo.—C.M.S.N. Co.
Prosper, Norwegian str., 1,376 tons, Capt. Olsen, from Saigon, with a cargo of rice.—Yiu Cheong.
Protenius, British str., 6,118 tons, Capt. Mansfield, from Kutchinotzu, with a general cargo.—B. & S.
Saichou, British str., 743 tons, Capt. Foster, from Shanghai, with a general cargo.—Kwang Hing.
Shin Yue, Chinese str., 995 tons, Capt. Pichert, from Hongkong, with a general cargo.—Sam Feh.
Wana Maru, Japanese str., 1,341 tons, Capt. Onchi, from Saigon, with a cargo of rice.—O.S.K.

WEATHER REPORT.

May 9th, at 12.25.—No returns from Japan, Vladivostok, Weihaiwei and the majority of stations in the Philippines.
 Pressure changes are slight at all stations reporting, the general situation apparently differing but little from yesterday.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 16.99 inches, against an average of 14.04 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Distance	Forecast
Hongkong to Gap Rock	E. winds, fresh, fair.
Fernoss Channel	N. or variable, winds, moderate
South Coast of China between Hongkong and Lamooka	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

Station.	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Vladivostok	6 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Iwakajima	—	—	—	—	—	—	—
Bonin Island	—	—	—	—	—	—	—
Weihaiwei	6 a.	—	—	—	—	—	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	29.89	55	88	NW	1	1
Guangzhou	—	29.54	53	78	NW	2	2
Sharp Peak	—	29.81	69	73	N	1	0
Amoy	6 a.	—	—	—	—	—	—
Swatow	—	29.82	64	93	S	2	2
Taihou	—	29.69	70	—	—	—	—
Taiwan	—	29.79	70	—	—	—	—
Koshun	—	30.80	70	—	NW	4	0
Pescadore	—	29.80	72	—	NW	2	0
Canton	—	29.78	70	95	S	2	2
Hongkong	—	29.80	70	97	S	3	0
Gap Rock	—	29.78	—	—	NW	4	0
Macao	—	29.75	70	94	NW	4	0
Wachow	6 a.	—	—	—	—	—	—
Hohow	—	—	—	—	—	—	—
Pukhoi	—	—	—	—	—	—	—
Phuoc	—	—	—	—	—	—	—
Tourane	—	—	—	—	—	—	—
Cape S. James	6 a.	—	—	—	—	—	—
Apurri	—	—	—	—	—	—	—
Dagupan	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Legaspi	—	—	—	—	—	—	—
Tacloban	—	—	—	—	—	—	—
Holte	—	29.78	75	98	—	—	—
Surigao	—	—	—	—	—	—	—
Guam	—	29.59	80	77	69	—	—
Labuan	6 a.	—	—	—	—	—	—

T. E. CLAXTON, Director.

1. Barometer, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade, in degrees Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Sky, in blue sky, or detached cloud, or drizzling rain, or fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or equal rain, or snow, or thunder, or visibility, or dew wet.
7. Bar, in inches, tenths and hundredths.



These tiny Capsules — superior to Copaliba, Cubebs, and Injections — CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience.
 Each Capsule bears the name.
PARIS, 8, rue Vivienne
 Sold by all Chemists.

THE ROYAL MAIL STEAM PACKET COMPANY.

THE STEAMSHIP

"PROFESSOR"

will sail for Shanghai only on or about the 15th May, 1920, and has excellent accommodation for 1st and 2nd Class passengers.

Fares — (First class \$65;
 Second „ \$50.

For further particulars apply to—

JARDINE MATHESON & CO. LTD.
 AGENTS.

OLSINA WATER PAINT

WASHABLE DISTEMPER

MADE BY

MANDER BROS

WOLVERHAMPTON

LARGE STOCKS JUST ARRIVED.

COLOUR BOOKS AND PRICES ON APPLICATION.

Sole Agents:

LANE, CRAWFORD & CO.

CP & OS

HONGKONG & VANCOUVER

via Shanghai, Nagasaki (MoH) Kobe & Yokohama
 from Hongkong to Vancouver

Steamer	From	Due
Empress of Russia	May 6	May 24
Empress of Japan	May 28	June 16
Empress of Asia	June 8	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 18	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 1
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 16
Empress of Japan	Nov. 9	Nov. 30

Passages Fares Hongkong to United Kingdom.
 EMPRESS OF RUSSIA 16,850 Tons Reg. EMPRESS OF JAPAN 16,850 Tons Reg. EMPRESS OF ASIA 16,850 Tons Reg. MONTAGLE 4,153 Tons Reg.
 Gold 8535

For and other information please apply to HONGKONG OFFICE.
 Telephone 122. Cable address: CANPAC.
 CANADIAN PACIFIC OCEAN SERVICES

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK

via PANAMA Canal.

S.S. "BOLTON CASTLE" Sailing about End of May.

LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA

For BRINDISI, VENICE & TRIESTE via SINGAPORE
 PENANG, COLOMBO, ADEN & PORT SAID.

S.S. "AFRICA"

Sailing on or about May 31st.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAVA.

S.S. "RIOJUN MARU" Sailing on or about 13th May.

For JAPAN.

S.S. "SAMARANG MARU" Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Agents.

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PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" Sailing on or about Wednesday, May 19th.

ALSO

S.S. "WEST INSKIP" Sunday, May 9th, for San Francisco via usual ports of call.

S.S. "WEST CONOR" Beginning of June, for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FIELDING" Thursday, May 13th, for Madras, via Saigon, Singapore, Port Swettenham, Penang, Rangoon and Calcutta.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Cienfuegos and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Telephone 111.

Hotel, Manding, Cable Address: "PACIFIC."

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports
 Cargo to Overland Points U.S. in connection Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (calling Manila) ... Saturday, 22nd May, at 11 a.m.
 FUSHIMI MARU ... Tuesday, 15th June, at 11 a.m.
 TAJIMA MARU (calling Manila) ... Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, [Persing, Colombo, Suez Port Said and Marseilles.

MIRIMA MARU ... Tuesday, 18th May, at Noon.
 NADU MARU ... Friday, 28th May, at Noon.
 KITANO MARU ... Friday, 11th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU ... Wednesday, 26th May.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

FAMAKURA MARU ... Wednesday, 26th May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 19th May, at 11 a.m.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... Tuesday, 11th May.

BOMBAY MARU ... Friday, 29th May.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU ... Sunday, 16th May.

SANUKI MARU ... Monday, 24th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Tuesday, 25th May, at 11 a.m.

NIKKO MARU ... Friday, 25th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

FUKUKI MARU ... Saturday, 8th May.

DELACOA MARU ... Saturday, 8th May.

INABA MARU ... Thursday, 20th May, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 279 & 282

YASUDA, Manager.

For NEW YORK & BOSTON.

THE U.S. SHIPPING BOARD

S.S. "DRYDEN"

About May 12th.

Via PANAMA.

S.S. "WYTHEVILLE"

About June 29th.

Via PANAMA.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

Telephone

2477 & 2478

AGENTS

5th Floor

HOTEL MANDING.

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LOS ANGELES PACIFIC NAVIGATION COMPANY

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

Due	Leave	About	SAILING FOR LOS ANGELES	About
S.S. VINITA	June 16th	...	S.S. VINITA	June 7th
S.S. WEST HIXON	June 15th	...	S.S. WEST HIXON	June 17th
S.S. WEST MONTOP	July 16th	...	S.S. WEST MONTOP	July 17th

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route.

Ships in connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calif.

Branch Office:—Kobe, Shanghai, Hongkong Office:—Princes Building, Chester Rd.

[Manila, Singapore.] UHAR, E. RICHARDSON, General Agent for South China.

CHINA MAIL S.S. CO.,

LTD.

SPECIAL SAILING

S.S. "NILE"

HONGKONG TO SINGAPORE.

The S.S. "NILE" will sail from Hongkong for Singapore direct on Tuesday, June 1st, at noon, returning on or about June 14th.

For full particulars regarding freight or passage apply to—

O. H. RITTER,

AGENT.

Princes Building

1st Floor, Street

Telephone: Passenger Dept. 1224

Freight Dept. and Agent 2161.

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AMERICAN & ORIENTAL LINE

For HAVANA & NEW YORK via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.**"ELLERMAN" LINE.**

(NEWCASTLE & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs. & Co., Canton.

THE BANK LINE, LTD.
General Agents.**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

SWATOW and BANGKOK	"CHENG TU"	On 11th May	10 A.M.
AMOI, SHANGHAI & POKOW	"SUI YANG"	On 11th May	4 P.M.
SHANGHAI and THINGTAD	"SIN YANG"	On 13th May	Noon
MANILA, Cebu & ILOILO	"TAMING"	On 15th May	4 P.M.

SHANGHAI LINE—PASSENGER, MAIL, and CARGO. Excellent Saloon accommodation. Electric Light and Warm Hot Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to Europe and Northern China Ports. Passengers are asked to Shanghai, avoiding the inconvenience of transshipment at Canton.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 32

BUTTERFIELD & SWIRE
Agents**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING"	Capt. A. H. Stewart	TUESDAY, 11th May, at 3 P.M.
"HAILOONG"	Capt. Ed. Walker	FRIDAY, 14th May, at 2 P.M.
"HAIHONG"	Capt. W. C. Plummer	TUESDAY, 18th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFFRAIK & CO.
General Manager.**NEW YORK DIRECT.**

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKHALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF COLOMBO"	via Suez	13th May
"EURYMACHUS"	via Panama	25th May
"HOWICK HALL"	via Suez	27th May
"TELEMACHUS"	via Panama	10th June

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—
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HONGKONG and CANTON **REES & CO.** CANTON.**P. & O. - BRITISH INDIA.****APCAR AND EASTERN & AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND).

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"NORE"	8,700	18th May Noon	MARSEILLES, LYON & ANTWERP.
"DUNERA"	8,400	13th May	Singapore, Colombo & Bombay.
"NOVARA"	7,000	28th May	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

"ORNA"	4,800	11th May	Straits, Rangoon & Calcutta.
"MUTTERA"	4,700	14th May	Do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	22nd May	For Sydney, via Sandakan, Thursday Island, Cairns, Townsville and Brisbane.
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SAILINGS TO SHANGHAI & JAPAN

"ARRATON APCAR"	4,500	18th May	Shanghai & Japan.
"NELLORE"	7,000	18th May	Shanghai & Japan.
"DELTA"	8,100	18th May	Shanghai Only.

*** CALLS AT ANTWERP**

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable. 1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge. Passengers and sailing dates are liable to be cancelled or altered without notice. Parcels measuring not more than 14ft. x 11ft. x 7ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to **MACKINNON, MACKENZIE & CO.** Agents.

21, Des Voeux Road Central, HONGKONG.

**PACIFIC STEAMSHIP SERVICE**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Honolulu and Kona).

"EDMORE"	...	About May	14th
"GROESBECK"	...	About June	10th
"ICONIUM"	...	About June	28th

For PORTLAND direct.

(Calling at Honolulu and Kona).

"COAXET"	...	About May	7th
"MONTAGUE"	...	About June	10th
"WABAN"	...	About June	23rd
"ABERCOS"	...	About July	10th

THE ADMIRAL LINE.

Telephone 2477 & 2403. 11th Floor, Hotel Manouba.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

18,000 tons 10,800 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

SHANGHAI, JAPAN PORTS AND HONOLULU		
"NANKING"	June 2nd	
"CHINA"	May 23rd	
"NILE"	June 19th	

[An unsurpassed high-class passenger service.]

O. H. KITTRE, Principal, 100, House Street, Telephone, Passenger Dept. 1994. Telephone, Freight Dept. and Agent 2181.

**TOYO KISEN KAISHA.
SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	21,000	May 27th.
SHIBUBI MARU	20,000	June 13th. (from Yokohama)
SHINYO MARU	23,000	June 17th.
PERSIA MARU	8,000	July 5th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALLINO CRUZ, BALBOA, ALLAO, ARICA

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,500	July 15th.
ANYO MARU	18,000	Sept. 8th

Tickets are interchangeable with the Canadian Pacific Ocean Services. Ltd and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to OUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer	Leave Hongkong
CHOYO MARU	May 24th.

For all information as to rates, freight space, sailings, etc., apply to—
Y. TSUTSUMI, Manager, King's Building.
Telephone 2374 and 2375.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE, YOKOHAMA	"PORTHOS" ... 30,000	On or about 17th May.
	"AMAZONE" ... 10,000	On or about

SHANGHAI (Only)		
MARSEILLES via		
BAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID	"ARMAND BEHIO" 10,000	On or about 12th May.
	"CORDILLERE" 10,000	On or about 1st June.

Cargo boat for PORT

SAID, HAVRE and ANTWERP	"LIEUTENANT DE LA TOUR"	About End of May
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. BODENFUSCH
Acting Agent, Queen's Building.

Telephone 740.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP	Monthly direct service via Singapore and Port Said.
"HAYRE MARU"	Wednesday, 30th June.
"HIMALAYA MARU"	Middle of July.
"Call Marseilles"	

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SHANGHAI.

"PACAMA MARU"	Friday, 28th May.
"TACOMA MARU"	Middle of July.
BOMBAY COLOMBO—Regular fortnightly service via Singapore.	
"SIAM MARU"	Friday, 14th May.
"LUZON MARU"	Saturday, 18th May.
SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.	
"UNNAN MARU"	Tuesday, 1st June.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINT U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU"	Saturday, 2nd May.
"CHICAGO MARU"	Saturday, 6th June.

both call at Shanghai

calling at Manila

JAPAN PORTS—Moit, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers

have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. Wharf at the Harbour Office.

KAIYO MARU—Sunday 18th May.

For TAKAO via SWATOW and AMOY.

UNNAN MARU	Tuesday, 11th May.
BORHU MARU	Thursday, 20th May.

(direct to Takao).

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Australia
"TAIYUHAN"	18th May	24th May
"CHANGSHA"	17th June	23rd June

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice-Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fare: Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—
BUTTERFIELD & SWIRE Agents.

